INVADING NAZIS AT OSLO PICTURED BY RADIO

In this unique and exclusive photograph, German soldiers are seen on the deck of a Nazi warship in Oslo harbour just before the landing on April 9. Besides its intrinsic interest it represents a most remarkable achievement in transmitting photographs by radio. It was first sent by radio from Berlin to New York and from there re-transmitted to London, where it was received within a few hours of the Germans taking possession. Necessarily, outlines have been sharpened and radio markings removed.

Photo, Keystone; exclusive to The War Illustrated

Now It Was Norway's Turn for Invasion

On the same day as Denmark was overrun by the German hordes, Norway, too, was invaded at a number of points, and by the afternoon Oslo had fallen. Below is a survey of the initial operations of the campaign.

IT was from New York that the world had the first news of the German invasion of Norway. Early in the morning of April 9, the U.S.A. State Department in Washington announced that the U.S.A. Minister in Oslo, Mrs. J. Borden Harriman, had telegraphed that the Foreign Minister of Norway had informed her that the Norwegians had fired on four German warships coming up Oslo Fjord and that Norway was at war with Germany.

At 5 a.m. Professor Koht, Norway's Foreign Minister, had received a call from the German Minister in Oslo who on behalf of his Government demanded that Norway should place herself under German military administration and should take no steps to oppose German occupation. That occupation, indeed, had already begun, for as early as 3 a.m. large numbers of German troops had landed at various points on Norway's south coast. The Norwegian Government at once met, and after but short deliberation it was announced that Norway could not submit to the German demands, inasmuch as they would constitute a direct infringement of Norway's neutrality. As to the declaration by the German Minister, that if the Germans did not occupy Norway the Allies would do so, Professor Koht declared that he did not believe it. Before dawn general mobilization had been ordered.

But little could be done, however, to defeat the invaders. German warships had already made their way past the forts at the entrance to Oslo Fjord, despite bombardment from the coastal batteries. At 4.30 a violent engagement was reported to be going on between the Nazi warships and the fortress of Oskarborg, and one cruiser ran aground while another, rumoured to be the "Gneisenau," was claimed to have been actually sunk.

In the Norwegian capital the news of the rapid approach of the Germans spread like wildfire, and the evacuation of the civilian populace was at once undertaken. By road and rail the people poured out of the city, and the Government and the Royal Family removed to Hamar, some 80 miles to the north. Soon German aeroplanes made their appearance above the city, and bombs were dropped on one of the stations and on the air port. According to one account 30 heavy German bombers bombed the A.A. batteries surrounding the airfield, and landed a number of troops. There ensued a short hand-to-hand fight; but the weight of numbers soon told, and the Germans who had made this dramatic arrival marched down the road to Oslo to join their comrades who had been landed from the troopships at Vallo, Tonsberg and Moss.

German troops reached the outskirts of the city at 3 o'clock in the afternoon, and by an hour later the capital had been completely occupied. Shortly after their arrival the invaders issued an order that the evacuation should be suspended immediately and that those people who had left the city should return at once and resume their ordinary occupations.

Meanwhile, in the neighbourhood of the capital and in many other ports of southern Norway, the anti-aircraft guns were active, and there were stories of air duels between Nazi and Norwegian 'planes; and there were stories, too, of a big air battle above the city in which British 'planes had been engaged.

At nightfall the guns in the coastal batteries at the entrance to the fjord were still maintaining an intermittent fire against the Nazi warships, and Kristiansand at Norway's southernmost point was stated to be still resisting air and sea attack; here the cruiser "Karlsruhe" was sunk by the Norwegian guns.

Reports also flew about of naval air battles off the western coast which were soundly based, for that morning the British Fleet was continuously attacked off Bergen, the "Rodney" suffering a direct, but comparatively, ineffective hit.

At several places on Norway's western coast the Germans effected successful landings. By sea and air large numbers of German troops had been transported to such vital points as Bergen

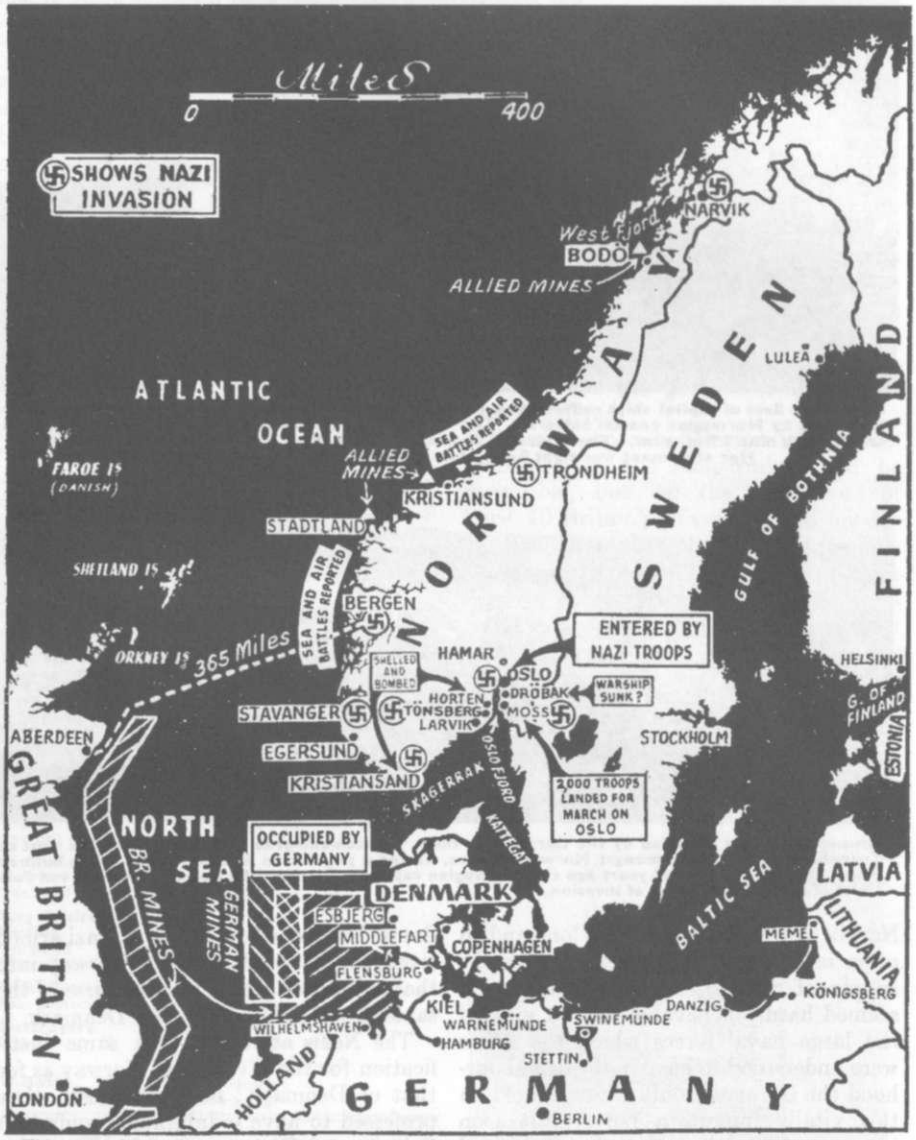
Great was the responsibility of these two men when Norway was invaded by the Nazis. Left is Major-General K. Laake, the sixty-five-year-old Commander-in-Chief of the Norwegian Army, a post that he has held since 1931. Right is Norway's Foreign Minister, Professor Halvdan Koht, who refused the Nazi demand that his country should surrender to the Nazis.

Here is a charming peacetime view of Oslo harbour, which was violated by Nazi warships on April 9, 1940. For hours the city resisted the invaders, but, as recorded in this page, it was forced to surrender. Oslo lies at the head of the Oslo Fjord, about 80 miles from the Skaggerak, and, as the photograph shows, its situation is a very beautiful one. As a commercial harbour it is of no very great importance, the ships calling there being generally of small tonnage. *Photos, Keystone and Baron*

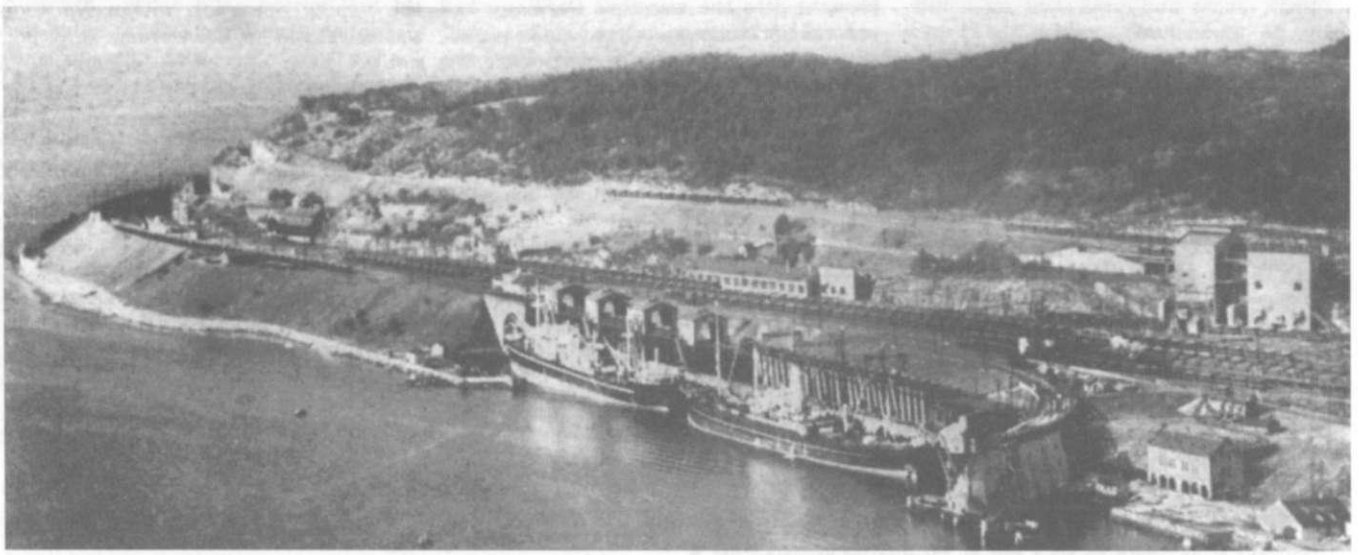
'Smash and Grab' Tactics of the Nazi Raiders

and Trondheim. Bergen was occupied early in the morning, when parties of German marines, who had arrived disguised as merchant sailors in ostensible cargo ships, leaped ashore and, with bombs and machine-guns, overcame the Norwegian resistance. Trondheim, some 300 miles to the north, was captured in similar fashion, and so, too, was Stavanger, 100 miles to the south. The Norwegians were taken completely by surprise, and the public looked on at the successive *coups* with stunned acquiescence.

The Nazi raiders extended their operations even to the far north—to that

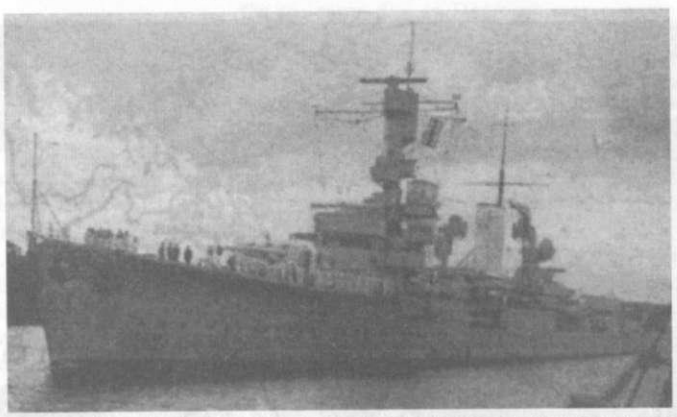


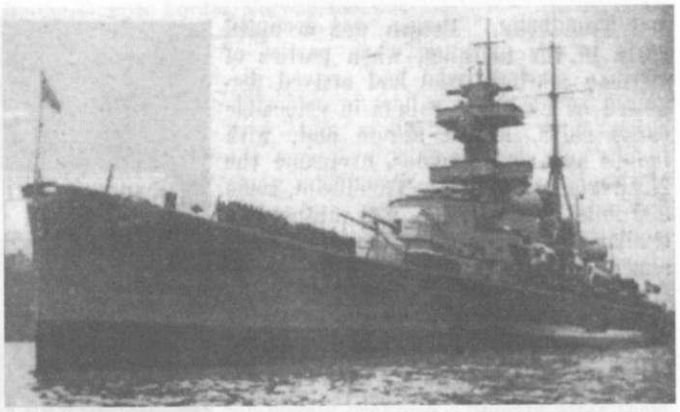
This map shows the new theatre of war resulting from Hitler's unprincipled invasion of Denmark and Norway. The Swastikas show where German troops landed. Within a few hours Denmark was completely in German hands, and many of the principal towns in Norway were occupied.
Courtesy of "News Chronicle"



The two most important ports on the west coast of Norway at which the Nazis made their landings on the territory of a harmless neutral are seen above. Top left is Bergen, where small German forces were landed and where, on the evening of April 9, R.A.F. aircraft carried out a raid on enemy cruisers. Above, is the port of Narvik, key to the Swedish iron-ore deposits, which was seized on April 9 by a force of German Naval units and troops.

Norway Rallies as Her Allies Bring Their Aid





Germany's fleet of capital ships suffered heavy loss on April 9 when the "Karlsruhe" and the "Bluecher" were both sunk by Norwegian coastal batteries. The "Karlsruhe" (left) was a cruiser of 6,000 tons, laid down in 1927, armed with nine 5·9-in. guns. The cruiser "Bluecher," 10,000 tons, was only completed after the war began. Her armament was eight 8-in. guns. Above, right, is a sister ship, the "Hipper."

Among the places occupied by the Germans in their "snatch-and-grab" raids on Norway's west coast was Trondheim, a view of which is seen above. Trondheim ranks third amongst Norway's towns, having a population of about 60,000. It is built on the south side of the long and narrow Trondheim Fjord, and was a thousand years ago the Norwegian capital. On the right above is General von Falkenhorst, who was designated the Commander-in-Chief of the German army of invasion. *Photos, V. S. Cowan, Topical and Keystone*

Narvik which had featured so long and so often in the news in connexion with the supply of Swedish ore to Germany. It seemed hardly believable that in view of the large naval forces which the Allies were understood to have in the neighbourhood the Germans could secure a hold on this vitally important port. But soon it was confirmed that Nazi troops entered the town at 5 a.m. and by half-past the occupation was complete.

Such smash-and-grab raids were difficult to understand, unless they were devised as a demonstration of Nazi armed strength, intended to coerce Norway into that subjection which in the course of the same day was imposed upon Denmark.

The Nazis attempted the same justification for the invasion of Norway as for that of Denmark; in other words, they professed to have indubitable proofs that Britain and France were about to seize both countries, and that it was to protect them and to prevent them from being brought into the war that Germany had ordered her troops and ships to take action.

In particular, the step was stated to be the direct result of the mining of Norwegian territorial waters by the Allies early on the morning of April 8; but as Mr. Chamberlain said in the House of Commons on the afternoon of the following day, "so elaborate an operation, involving simultaneous landings at a number of ports of troops accompanied by naval forces, requires planning long in advance and the information now coming to hand clearly indicates that it was not only planned but was already in operation before the mines were laid in Norwegian waters." The Prime Minister went on to point out that Trondheim, which had been invaded by German armed forces that morning, was nearly 700 miles from the nearest German port, Cuxhaven; and, assuming that the expedition had started immediately after the announcement of the mining operation within Norwegian territorial waters, the German ships could not yet have arrived at a point so far distant.

It was understood that Norway had applied to the Allies for assistance to repel the invader, and Mr. Chamberlain declared that the British Government, acting in the closest collaboration with that of France, had at once assured the Norwegian Government that they would extend their full aid to Norway and would fight in full association with her.

Already, the Prime Minister went on, powerful units of the Royal Navy were at sea—in the course of the next twenty-four hours news items dribbled through of naval and air action off the west coast of Norway—and he concluded by stating that "this further rash and cruel act of aggression would redound to Germany's disadvantage and contribute to her ultimate defeat"

Norway's army—here we see a pair of her machine-gunners—has a peacetime strength of some 30,000 men, which can be expanded in time of war to nearly 100,000. It is a national militia, service in which from the age of twenty-one is universal and compulsory. *Photo, Planet News*

The Allies Hit Back—And Hit Hard!

Written on the morning of April 11, when the struggle for Norway's possession was still raging furiously, this article gives an impression of what was known, reported, rumoured, or surmised, concerning what was already recognised as being the greatest sea and air battle of the war. In the afternoon of the same day Mr. Churchill declared "German ships in the Kattegat and Skagerrak will be sunk."

HITLER and his Nazis were reported to be in a mood of almost hysterical optimism. Had not their High Command just announced the military occupation of Denmark and the landing of German troops at a number of points on the Norwegian coast between Oslo and Narvik—an operation which they vaunted was without parallel in the history of naval warfare? On the night of Tuesday, April 9, the German people went to bed with happy hearts.

On the next day the tale of Nazi victory was told again and again by the Berlin wireless. There was a glowing account of an "annihilating defeat" inflicted on the British naval forces and transport ships; "practically all enemy warships have suffered direct hits from bombs," and "the further occupation of Norway is proceeding rapidly and according to plan."

But as the day wore on it became more and more apparent that the Nazi expedition to Norway was a gamble—and a desperate one. First there came the report of a determined attack by British destroyers on a flotilla of German destroyers in Narvik fjord. The British Admiralty confirmed the fact that the Navy had lost two destroyers, the "Hunter" and "Hardy," but when the British forces withdrew they left behind them one German destroyer torpedoed and believed sunk, three hit and in flames, six cargo boats sent to the bottom, while as they emerged from the fjord they blew up the ammunition ship "Ravensfeld."

Shortly afterwards the Germans themselves admitted that two of their small force of cruisers had been sunk—the "Bluecher," which hit a barrier laid by the Norwegians in Oslo Fjord and struck several mines, and the "Karlsruhe," sunk by coastal batteries off Kristiansand. Ere long there came news of a vigorous stand by the Norwegian land forces to the north of Oslo, and there were accounts of air battles fought in the Norwegian skies. Then the names of Bergen (where the R.A.F. had bombed the German ships) and Trondheim came back into the news. The Germans, all the world knew, were occupying the ports, but what all the world, save perhaps the Germans, realized, too, was that moving steadily up the fjords were forces—large or small, no one could say—of the Allies.

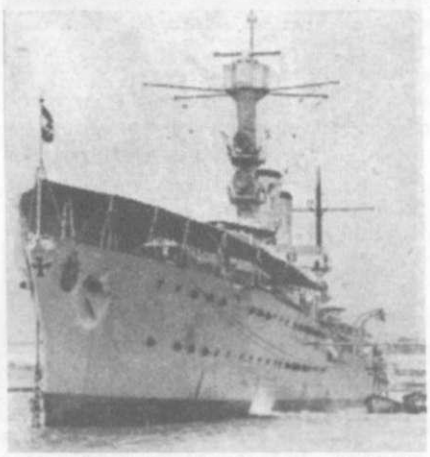
The cables were loaded with stories of Allied attacks on those little pockets of Nazis dotted along the Norwegian coast. Something was happening, too, in Oslo, for there were reports from Sweden of British ships moving up the fjord supported by the still unsilenced Norwegian coastal batteries. Some of these rumours were disposed of by Mr. Churchill on April 11 when he stated that no Norwegian ports had then been re-occupied by the Allies, but the Faroe Islands were, in fact, occupied and the protection of Iceland was considered.

The newspapers had declared that naval operations in the Skagerrak would be impossible, but on the afternoon of April 10 Britain's Navy showed not for the first time that the word impossible was not in its vocabulary. There came stirring accounts of naval action in a storm-tossed Skagerrak; they heard of four—or was it six?—German cruisers sent to the bottom, of an intrepid attack by Allied destroyers on a convoy of Nazi troopships, of the Swedish shores littered with German dead, of houses in Denmark being shaken to their foundations by the roar of the guns. All through the night the battle went on, and with the coming of dawn the tale of Nazi disaster grew ever longer. The fog of war was still thick, while above the waters, in and above the battle, roared hundreds of warring 'planes.

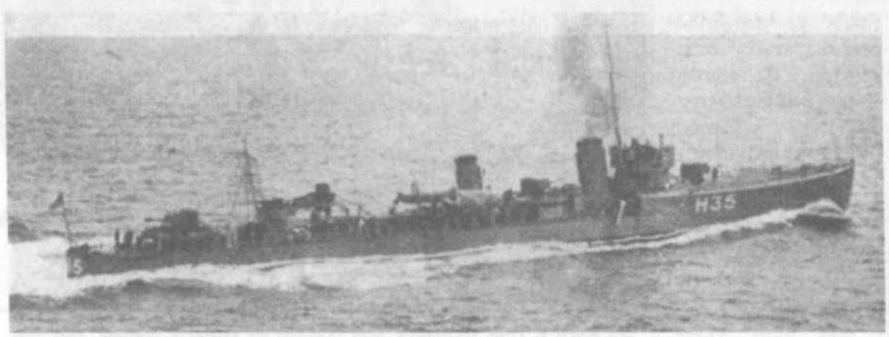
The fog was slightly lifted by the First Lord of the Admiralty when he revealed that "Renown" was in action on April 9 with the German battleship "Scharnhorst" and a heavy cruiser of the "Hipper" class. He also disclosed the loss of two further destroyers "Glow-Worm" and "Gurkha" on April 8 and 9 respectively. More news was awaited, but it was clear that sea war was being waged at last on the heaviest scale.

HOW GERMANY'S NAVY HAS FARED

Classes of Ships	Tonnage	Main Armaments	Presumed Casualties
Battleships			
Gneisenau, Scharnhorst	26,000	Nine 11-in.; Twelve 6-in.	Rumoured sunk; Attacked, April 9
Pocket Battleships			
Deutschland (renamed Lützow)	10,000	Six 11-in.	
Admiral Scheer		Eight 5·9-in.	
Hvy Cruisers			
Bluecher, Hipper	10,000	Eight 8-in.; Twelve 4·1-in. A.A.	Sunk in Oslo Fjord; Attacked, April 9
Light Cruisers			
Nürnberg, Leipzig, Konigsberg, Karlsruhe (sunk), Koln	6,000	Nine 5·9-in. Six 3·5-in. A.A. (Nürnberg eight 3·5-in. A.A.)	One of this class sunk by H.M. Submarine "Ursula" Dec. 14, 1939
Emden	5,400	Eight 5·9-in. Three 3·5-in. A.A.	Said to be sunk
Aircraft Carrier			
Graf Zeppelin	19,250	'Planes Carried—40	
Destroyers			
14 Roedar Class	1,811	Five 5-in. Four 37-mm. A.A. Eight 21-in torpedo tubes	One sunk, three set on fire by shells at Narvik
16 Maass Class	1,625		
U-Boats Sept., 1939.		15 ocean-going; 24 sea-going	Half believed destroyed
UNDER CONSTRUCTION			
Battleships			
Bismarck, Tirpitz, Two not named	35,000	Eight 15-in. Twelve 5·9-in.	
Aircraft Carrier			
Unnamed	19,250	'Planes Carried—40	
Hvy Cruisers			
Seydlitz, Unnamed, Prince Eugen	10,000	Eight 8-in. Twelve 4·1-in. A.A.	
Light Cruisers			
Four unnamed	8,000	None given	
Destroyers			
Eight	1,811	Five 5-in. Four 37-mm. A.A.	
U-Boats (Sept., 1939).		11 ocean-going; 17 sea-going	



The "Emden," reported sunk on April 10 by the Norwegian cruiser-minelayer "Olav Tyggvason," was the smallest (5,400 tons) of Germany's light cruisers.



H.M.S. "Hunter" which was sunk during the first British attack on Narvik early on the morning of April 10, was one of the eight ships of the "Hero" class of destroyers each of 1,340 tons. She had a normal complement of 145 officers and men.

Denmark Submits to the Nazi Invader

With that suddenness which the world has come to expect from the Nazi Fuehrer, Denmark was invaded by overwhelmingly strong German forces on April 9, and in a few hours completely overrun. Here is a brief account of the course of the day's events which at one stroke placed peaceful, progressive Denmark under Nazi rule.

SHORTLY before dawn on Tuesday, April 9, strong German forces crossed the German-Danish frontier and at the same time German naval detachments were ferried across the Baltic to strategic points on the Danish islands.

With clockwork precision the invasion proceeded along lines which must have been prepared and carefully rehearsed long before. The attack was directed towards six points. In Jutland (*see* map, 1) motorized armoured troops poured across the frontier between Flensburg and Toender, and pushed rapidly northwards, and in a few hours occupied Esbjerg, Denmark's principal North Sea port, and joined hands with a second German force which had proceeded by sea up the Little Belt and had come ashore near Middlefart, where they took possession of the bridge connecting Jutland with the island of Fuenen (2). Meanwhile, another naval detachment had penetrated the Great Belt and landed troops at Nyborg, on Fuenen's further side, and at Korsoer, on Zealand (3).

This delightful photograph of King Christian X of Denmark shows him cracking a joke with some of his people. He was born in 1870 and succeeded his father, Frederick VIII, in 1912.
Photo, Keystone

The fourth wave of invasion was directed from Warnemuende on Germany's north coast. Troops and an armoured train were ferried across the Baltic to Gjedser (4), on Falster's southernmost tip, and from there moved north along the railway. At the bridge of Vordingborg (5) they made contact with the fifth wave which had already occupied this vital link between Falster and Zealand. Finally, a large body of German troops proceeded direct to Copenhagen (6) and landed on the coast of the Danish capital at dawn, while German 'planes roared overhead, dropping leaflets printed in Danish announcing the completion of the invasion—leaflets obviously printed in readiness long before. Within a short time the citadel and the broadcasting station were in German hands, and, in fact, by 8 a.m. the whole city was in the occupation of the Nazis.

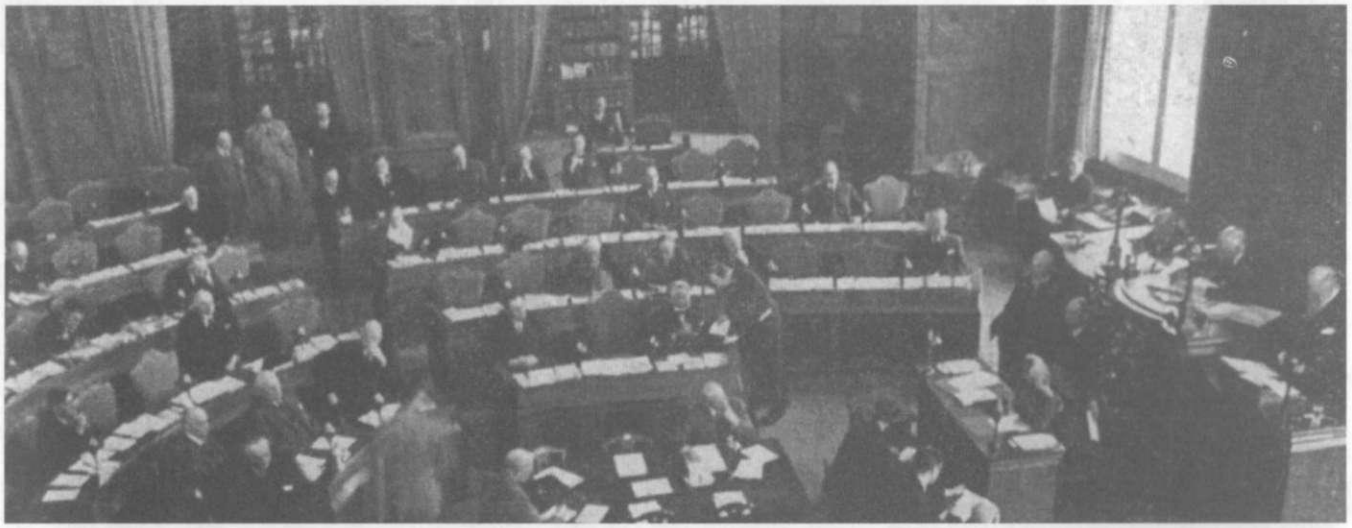
The people of the city and country alike were too astounded by the suddenness of the invasion and, moreover, too overawed by the overwhelming show of military strength—to make any real resistance. Later, it transpired that the German and Danish commanders had met, and that the latter had given instructions to their troops not to fire on the invaders. Here and there, however, there seem to have been affrays with some loss of life, for Herr Stauning, the Danish Prime Minister, speaking in Parliament a few hours later, deplored "the death of those good sons of Denmark who lost their lives in the early hours of this day."

Even if some warning had been given of the approaching invasion, it is doubtful whether Denmark could or would have made any military resistance. Her army is a mere token force, her air force is negligible and her navy antiquated. It should be mentioned, however, that a Danish infantry company of 150 men marched from Odensee and escaped by the ferry from Elsinore to Halsingborg, in Sweden, where, so it was said, they hoped to join the Swedish army. For the time being, however, they were interned, and so, too, were a number of soldiers who arrived on the Danish warship "Freja," which had also made its escape from Fuenen.

By the afternoon the whole country was in German hands, and German soldiers were looking out across the Skagerrak from the Skaw, Denmark's most northern point; nothing remained but for the *fait accompli* to be recognized (though under strong protest) by the Danish sovereign and his government. In a message broadcast from the Copenhagen wireless station Herr Stauning made his appeal to the Danish people. "German troops," he said, "last night crossed the Danish border. German troops will land at several points in Denmark. The Danish Government, under protest, have decided to preserve the interests of the country, and in view of the occupation make the following statement: German troops here in this country have established liaison with the Danish armed forces, and it is the duty of the population to refrain from any resistance to these

On April 9, 1940, Denmark was invaded by Hitler's legions, and this map shows the direction of the six main thrusts described in this page. In the course of a few hours Jutland on the European mainland and the adjacent islands of Fuenen (Fyen), Zealand, Lolland, and Falster, were all overrun. The figures in circles are repeated in the text.

Another Lamp of Liberty Put Out by Hitler



In this photograph of a recent session of the Danish Parliament, the Prime Minister, Herr Thorwald Stauning, is seen on the extreme right addressing the assembly. Denmark is a parliamentary democracy on the English model, the legislative power residing with the King and the Riksdag, which is composed of two Houses, the Folkting and Landsting. When the Nazis invaded the country on April 9, 1940, they promised—for what it was worth—to maintain the country's political institutions intact. *Photo, Waro*

troops. The Danish Government will attempt to give the Danish people and country safety against the unhappy results of a state of war, and it calls upon the population to adopt calm and controlled conduct. May peace and order rule the land, and may all who have to deal with officials assume a loyal attitude."

The Premier's appeal was followed by one from King Christian. "Under conditions so serious for our Fatherland," said the King, "I call upon you all, in cities and in the country, to assume a completely correct and worthy attitude, since every thoughtless action or statement can have the most serious consequences. God save you all. God save Denmark!"

From Berlin came statements by way of justification of their murder of yet another free but small country. Denmark and Norway, it was stated, had been taken by the German army under its protection so as to "counteract the British attack on the neutrality of these countries." In a memorandum transmitted to the Danish Government by the Nazis it was declared that in view of the traditional good relationship between Germany and Denmark the German Government assured the Danish Government that Germany did not intend by these measures to destroy Denmark's territorial integrity or independence.

Then the blanket of censorship descended on the little kingdom. All telegraphic and telephonic communication with the world was stopped. The afternoon newspapers were able to carry only news supplied by the German agencies. Traffic on the railways was stopped and the ferry communications with Sweden were also suspended. Denmark had followed Austria, Czechoslovakia, and Poland unto the night of Nazidom.

Taken from the balcony of the City Hall, this photograph gives an excellent impression of Copenhagen, Denmark's capital. With a population of under 700,000, Copenhagen is remarkable for its cleanliness and absence of slums. It has been the Danish capital since 1443, and contains many buildings closely associated with the little country's political and ecclesiastical history. For the story in brief of Denmark see pages 264-65.
Photo. M. O. Henchoz

Famous Regiments at The Front

Royal Berkshire Regt.

The Royal Berkshire Regiment as it is today was formed in 1881 by the union of the 49th (Hertfordshire) and 66th (Berkshire) Regiments. In the last war 16 battalions were raised and fought in France and Macedonia. The Loyal Regiment was known as the Loyal North Lancashire until 1920. Its official designation is now "The Loyal (North Lancashire) Regiment." In the last war there were 21 battalions of the regiment.

Loyal (North Lancashire) Regt.

A happy crowd of the Berkshire Regiment now in France apparently find road-making a pleasant change in the "standstill" war. To lay the foundation of a cobblestone road, new work to them, they have devised primitive, but efficient, rammers.

The Loyal (North Lancashire) Regiment is once more in France, following in the footsteps of the men who fought in the last war. Some of the men are seen above in a forward area in France; they are enjoying the usual 10-minute rest in their route march. Despite mechanization, foot-slogging is still a part of their training. Right centre, a man of the same regiment is seen with a trench mortar.

Photos, British Official: Crown Copyright

A German Gun Has Just Spoken to France

The results of a "slight artillery duel" on the Western Front may be seen in these photographs of a French frontier village. The upper illustration shows poilus removing the furniture and effects from houses damaged by the shelling. The village church in the lower photograph also received bad treatment from the Nazi guns, and had to be inspected in case there should be a serious flaw in its structure.

Photos, British Movietone Newsreel

Poland's Cup of Wrongs is Filled to Overflowing

If there are any who profess to be uncertain of the war aims of the Allies, let them study the fate of Poland. To prevent such iniquities being perpetrated in the West, to avenge and remedy them in Poland—here are aims enough.

"WHAT a frightful fate has overtaken Poland!" observed Mr. Churchill, in the latest of his Saturday night broadcasts. "Here was a community of nearly 35 millions of people, with all the organization of a modern government and all the traditions of an ancient State, which in a few weeks was dashed out of civilized existence to become an incoherent multitude of tortured and starving men, women and children, ground beneath the heel of two rival forms of withering and blasting tyranny."

There is not a word of exaggeration in Mr. Churchill's description; indeed, it would be impossible to exaggerate the woes and wrongs of Poland trampled under the jackboots of the Nazis. Rapine and murder have received official sanction, and the sound of the executioners' volleys is of frequent occurrence. Even children are counted in the victims; amongst 136 students who were reported to have been executed a few weeks ago there were some who were said to have been as young as twelve and thirteen.

Barbarities such as have not been seen in Europe for centuries have become commonplace in twentieth-century Poland. A whole people has been deprived of its independence and its liberty, and under German rule is destined for nothing more nor less than to be the serfs, nay the slaves, of the conquerors.

Recently there have come to light the details of a secret German Four-Year Plan which aims at placing the whole of the resources of Poland at the service of the Reich, without the slightest regard for the wishes or the rights of the Polish people themselves. Germany is feeling the effects of the Allied blockade, and so the Poles must be despoiled and go hungry so that the German army shall be supplied and the German people fed.

Poles to Slave for Germany

The whole of Polish agricultural production is to be earmarked for German use, and apparently Marshal Goering is hopeful of obtaining this year 4,000,000 tons of grain and over 20,000,000 tons of potatoes from the Polish farms. Eighty per cent of the milk and butter is to go to Germany, and no Polish farmer may sell anything to Poles without special permission from the local German food controller. The cutting of timber is to be increased fivefold, and the output of raw materials, particularly iron ore, oil and phosphates, is to be speeded up. Industrial plant for Polish use is to be limited to the barest minimum; and such plant as is not required to serve German ends is to be dismantled and sent to the Reich to be converted into scrap.

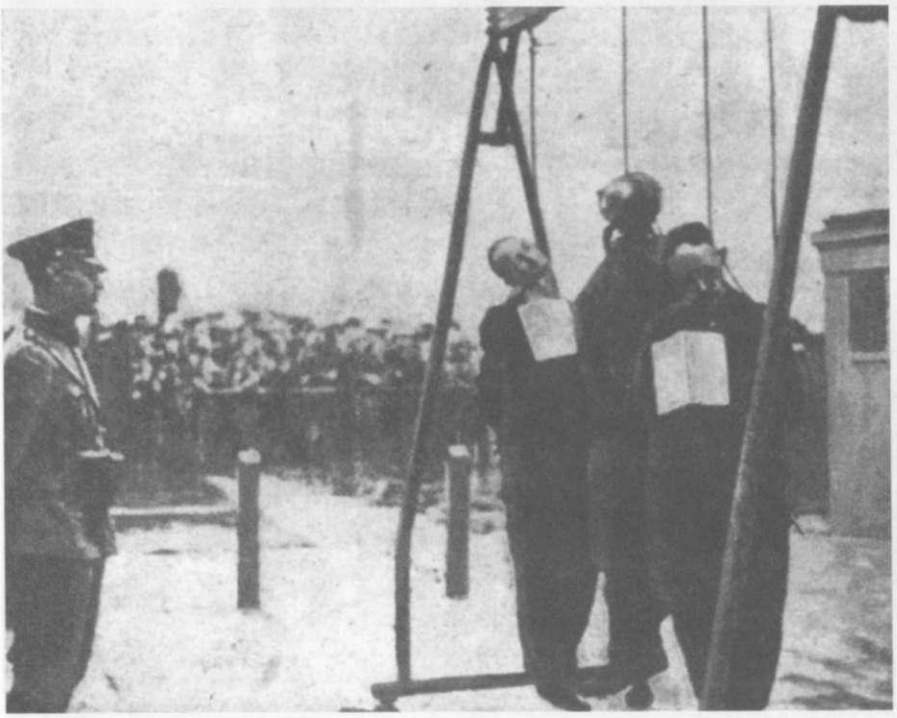
Worse still, at least 1,000,000 men and women of the Polish nation are to be deported as workers to Germany, where already there are some hundreds of thousands of Polish prisoners-of-war toiling as serfs on the farms and in the industrial areas. Those Poles who are suffered to remain in their homeland are to be strictly rationed, receiving just enough food to keep body and soul together. Poland, in a word, is to be bled dry of people and of resources.

Hand in hand with this systematic despoliation goes an equally systematic attempt to humiliate the Polish people in every possible way. In a number of places the German authorities have decreed that all Poles must uncover their heads in the presence of German officers or German civilians displaying badges of authority; Poles must give way to Germans, and in some towns the pavements are reserved for the exclusive use of the Germans; in the markets the Poles are not allowed to make their purchases until the German buyers have been served; in the shops, too, the Germans have the right of priority. They need not queue up like the Poles, and certain articles, e.g., lard and ham, may be sold only to Germans. It is stated that on the doors of certain public buildings and offices notices are displayed which read: "Poles must use the servants' entrance."

The final clause in this "code of behaviour" reads that all Poles who have not yet "comprehended the difference between the victors and vanquished will suffer exemplary punishment." To what lengths that punishment may be carried is seen, e.g., from the houses in Warsaw which bear green posters stating that so-and-so who used to live within had been shot "for insulting the German nation."

Learning of these things, one is left with little doubt concerning Germany's war aims. "It would be insane to imagine," declared M. Giraudoux, French High Commissioner for Information, in a broadcast to the French people a few weeks ago, "that the Germans would treat the French peasant any more gently than the Polish peasant. If they won the war they would take everything away from them, exiling and deporting the men one way, the women another way, the children a third way, to labour camps and concentration camps. What is true of the peasants would be equally true in the case of all other classes, who would be condemned to expropriation and slavery. A victorious Germany can only be merciless."

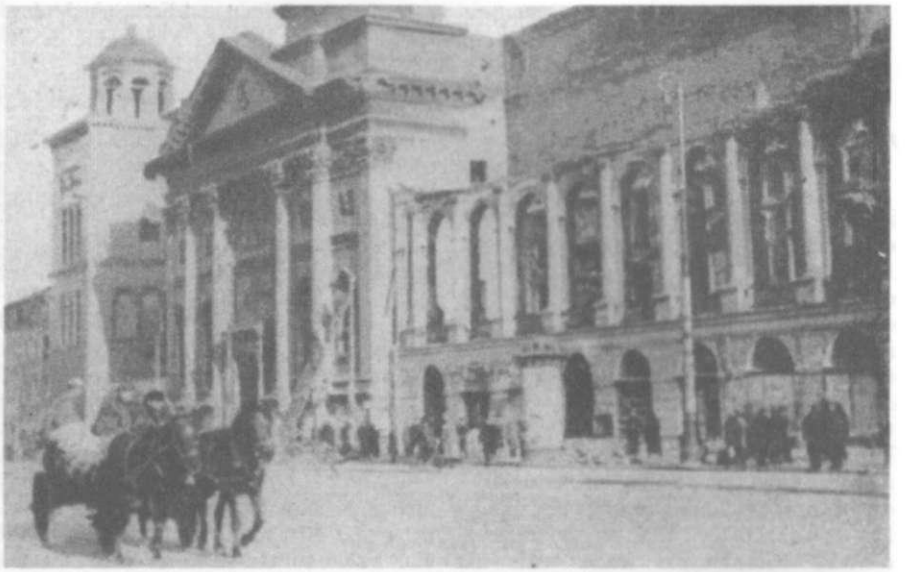
To quote Mr. Churchill again: "Although the fate of Poland stares them in the face, thoughtless dilettante or purblind worldlings sometimes ask us what is it that England and France are fighting for. To this I answer, if we left off fighting you would soon find out."



Macabre as this picture is, it is only too typical of what is happening in Warsaw under German rule. Three Poles have been executed and their bodies now hang in the centre of the city for all to see and for any to photograph. And their crime? Nothing more nor less, we may be sure, than that of being devoted sons of unhappy Poland.

Warsaw Is But a Shadow of Its Proud Past

A homeless woman rests beneath a Nazi poster in Warsaw. It depicts a Polish soldier blaming Mr. Chamberlain for the destruction of the Polish capital!



Close to the river Vistula and the Royal Palace in Warsaw runs the Krakowskie Przedmiescie Street. This photo shows the damaged front of the Museum of Industry and Trade and the Bernardine Church in this street. Men on ladders are inspecting the half-ruined structure of the Museum to ensure the safety of passers-by.

The Marszalkowska is one of the main streets of Warsaw and at the northern end stood a fine block of dwelling-houses. All that remains today is the gaping, empty shell of the building (above). The body of one of the defenders of the city now rests on the site of his own house (right).

Photos, S. E. Carlton.

Near the Warsaw Central Station runs Chmielna Street, a long and narrow road flanked by tall buildings. Today (left) it is "No Thoroughfare." The general failure of the bus and tram services has pressed into use every conceivable vehicle, even such an ancient cart as this.

Tightening the Blockade Into a Stranglehold

The announcement on April 8 that Britain and France had mined the territorial waters of Norway left no room for doubt that the Allies were determined to implement to the utmost their recent resolve to intensify the economic war against Germany so that the blockade should become a stranglehold. Within a few hours Germany had carried out a long-planned invasion of Norway, as described in pages 388-390.

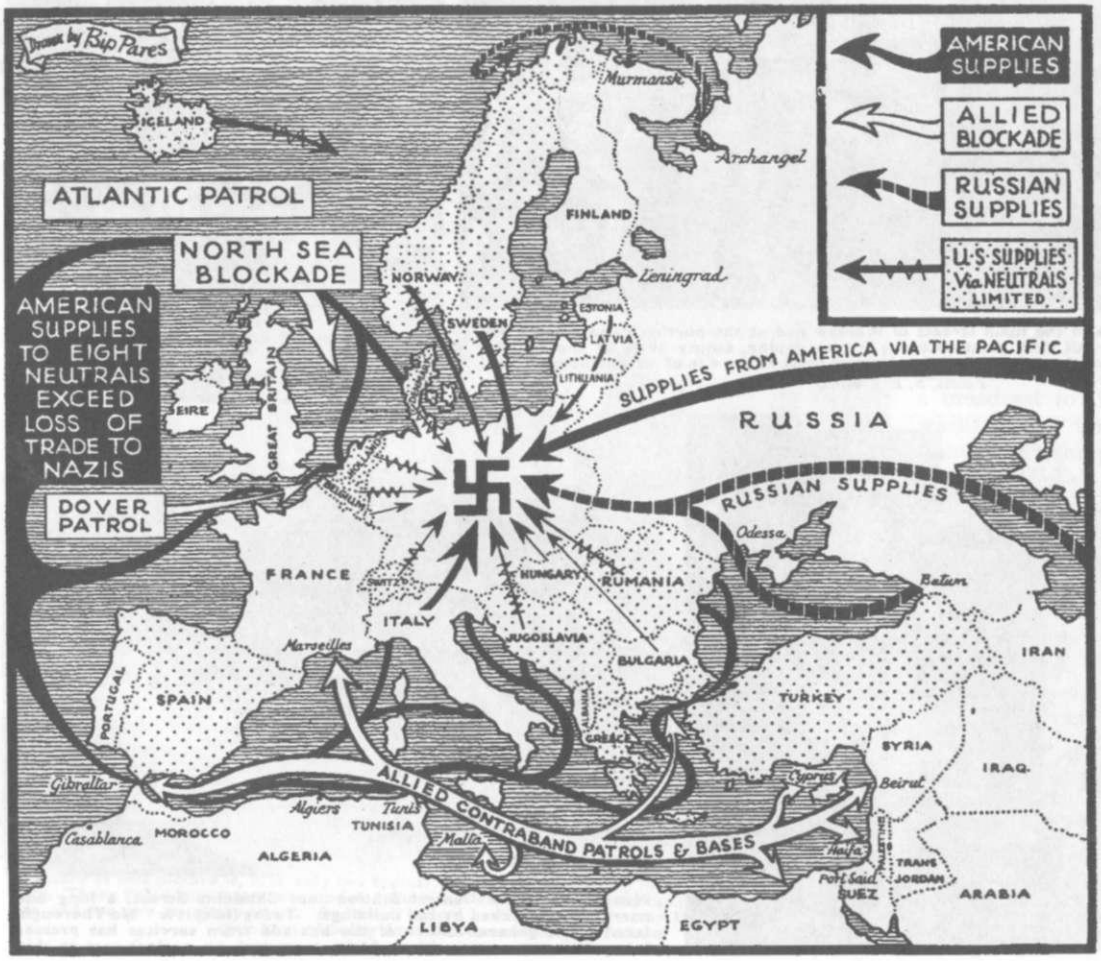
THE Allied blockade of Germany is as old as the war itself, and every week that has gone by has had its effect on the control of Germany's economic life. From the outside her Atlantic-borne imports—or, rather, such of them as came within the category of contraband of war—were cut off, and in December her exports, too, had to run the gauntlet of the Allied contraband control. Nevertheless, it has been all too obvious that, though Britain and France have succeeded in cutting off a very large proportion of Germany's direct imports and exports, the enemy has been able to continue, even to increase, a very considerable trade with her neighbours, who have supplied her with the means of carrying on the war.

Although no detailed reports of the proceedings were published, it was understood that the Supreme War Council which met in London on March 28 was largely concerned with the question of the intensification of the Allied blockade, and this belief was strengthened by the speeches of Mr. Churchill and Mr. Chamberlain, delivered shortly afterwards. Thus Mr. Churchill, while expressing the greatest sympathy for those "forlorn countries"—that is, the neutral States—"who have the misfortune to be Germany's neighbours," went on to say that "it would not be right or in the general interest that their weakness should feed the aggressors' strength"; and Mr. Chamberlain, in his statement in the House of Commons on April 2, declared that the problem was one of a "double standard of neutrality" and that "our respect for neutral rights and our sympathy for the practical difficulties of neutrals must not blind us to the fact that any aid they may give to Germany might, if carried far enough, render them in the end liable to the hideous fate that has overtaken the previous victims of German policy. . . . The Allies are therefore determined to prosecute the economic war to the utmost of their power." The Prime Minister then proceeded to give examples of the way in which the blockade was being tightened. Negotiations for war trade agreements had been concluded by Britain with Norway, Sweden, Iceland, Belgium, Holland, and Denmark; commercial agreements had been reached with Spain, Greece, and Turkey, and discussions were proceeding with Switzerland. All the war trade agreements provided for the strict limitation of the export to Germany of the fats essential to her war effort.

Another weapon in the Allies' armoury revealed by the Prime Minister was that of money power, used in the purchase of selected commodities, such as minerals, fats, and oil, from Germany's neighbours, which would otherwise have been bought for her account. Allied purchases of minerals in south-eastern Europe had been on a very large scale, and the entire exportable surplus of Norway's current catch of whale oil had also been secured.

Towards the end of his survey Mr. Chamberlain hinted at further steps aimed at the prevention of the passage of German cargo ships carrying Swedish iron ore to Germany. He referred to the recent sinking of the "Heddernheim," and then went on to assure the House that "we have not yet reached the limit of our effective operations in this region," which, as he so rightly pointed out, was the scene of the sinking of so many neutral ships and the murder of so many neutral seamen.

Speculation was rife in Germany and Scandinavia alike as to the exact meaning of the Prime Minister's words. Germany fulminated against the Allies, and professed an almost tearful concern for the rights of small nations such as Norway and Sweden, threatened by the greedy hands of the "pluto-democracies." Soon it became known that Notes had been dispatched by Britain and France, acting as always in close conjunction, to



Before the Allied blockade of Germany can become a stranglehold a number of "leaks" must be closed, particularly those whereby supplies are received through the neighbouring neutral countries. As is indicated in this map, showing the position at the beginning of April, before the invasion of Scandinavia, certain of the neutrals are funnels whereby quantities of goods (which, if dispatched direct, would be liable to seizure as contraband) are reaching Germany from Russia and the U.S.A. The map also shows the controls exercised by the Allies.

Courtesy of the "Daily Express"

Fighting the Economic War in Real Earnest

With a view to deciding upon the most appropriate steps, political and economic, but particularly the latter, to counter German influence in the Balkans, Lord Halifax, Britain's Foreign Secretary, summoned to London a number of H.M. diplomatic envoys. The first of a series of discussions was held at the Foreign Office on April 8, when this photograph was taken. Left to right: Mr. R. I. Campbell (Yugoslavia), Sir Reginald Hoare (Rumania), Sir H. M. Knatchbull-Hugessen (Turkey), Sir Percy Loraine (Italy), Viscount Halifax (Foreign Secretary), Sir William Seeds (U.S.S.R.), Sir Michael Palairet (Greece), Mr. O. St. C. O'Malley (Hungary) and Mr. G. W. Rendel (Bulgaria). *Photo, Central Press*

both Norway and Sweden, but their contents were not revealed, nor was much light thrown on the matter by Professor Koht, Norway's Foreign Minister, on April 6, who, after referring to twenty-one protests made to belligerents against violation of Norway's neutrality by foreign 'planes, went on to utter a very strong protest against the sinking of Norwegian ships by German 'planes and U-boats, referring in particular to the bombing of the Norwegian mail-steamer "Mira" on April 3. "We cannot understand how men of the German forces," he complained, "can find such a practice in accordance with their honour or humanitarian feelings." If he had given his speech but a few hours later he might have referred to the torpedoing without warning of the Norwegian cargo ship "Navarra" and the resulting loss of twelve Norwegian seamen who were drowned under the very eyes of the U-boat crew, while the survivors were afloat in an open boat exposed to torrential rain and heavy seas for nine hours before they were picked up by a Finnish steamer as the result of a message sent out by a British patrolling 'plane.

These British tars are acting on behalf of the Allies' Contraband Control, and are examining the cargo of a neutral ship at a South Coast base in England.

All surmises were set at rest, however, by the announcement on the morning of April 8 that the Allies had ordered their Navies to mine the territorial waters of Norway so as to stop the passage of the German ore ships. By this time, however, military war and not only economic had come to Scandinavia.

On the same day Holland took practical steps to conform with her new trade agreement with Britain. The General Netherlands Imports Centre (A.N.I.C.) assumed control of the greater part of Holland's trade, and forty-nine categories of exports and thirty-six of imports were included in the list of goods of which export and import was banned without a licence from the A.N.I.C.. As a result of this measure it was expected in Allied circles that Germany would be deprived of large quantities of the raw (and war) materials which she had been receiving through Holland from the U.S.A.

Then at the same time measures were taken to close some of the many "leaks" in south-eastern Europe, and it was for this purpose that the Foreign Secretary, Lord Halifax, summoned to London Britain's Ambassador to Turkey and her Ministers in Bulgaria, Rumania, Yugoslavia, Greece, and Hungary. Consultations began at the Foreign Office on April 8, and included in the talks were the British Ambassadors to Moscow and Rome, Sir William Seeds and Sir Percy Loraine. This news almost coincided with the announcement that a new British trade organization had been set up—"Enco," (short for English Commercial Corporation Limited) — whose primary aim would be to intensify the economic war against Germany in the Balkans.

Such steps as these made it apparent to all the world that the economic war was now in full blast.

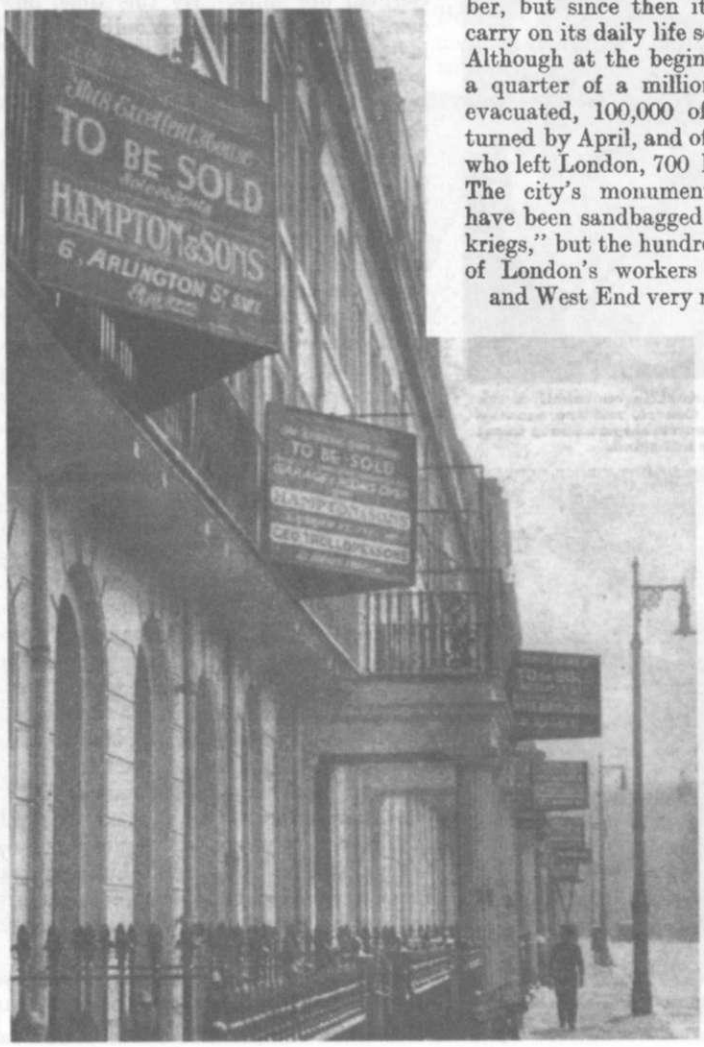
Perhaps the most important railway in the north of Europe is that which runs from Narvik in Norway to Lulea in Sweden, for along it is conveyed the iron ore extracted from the Swedish mines at Kiruna and Gällivare. Here is the frontier station of Riksgränsen. *Photos, Fox and Topical*

If War Has Not Added to London's Beauty . . .

A steel-helmeted policeman standing by the entrance to a well-protected underground shelter, only a "stone's throw" from St. Paul's Cathedral.

GREATER London, with its 10,000,000 inhabitants, made ready for the aerial war last September, but since then it has striven to carry on its daily life so far as possible. Although at the beginning of the war a quarter of a million children were evacuated, 100,000 of them had returned by April, and of the 3,500 firms who left London, 700 had come back. The city's monuments and statues have been sandbagged against "Blitzkriegs," but the hundreds of thousands of London's workers pour into City and West End very much as usual.

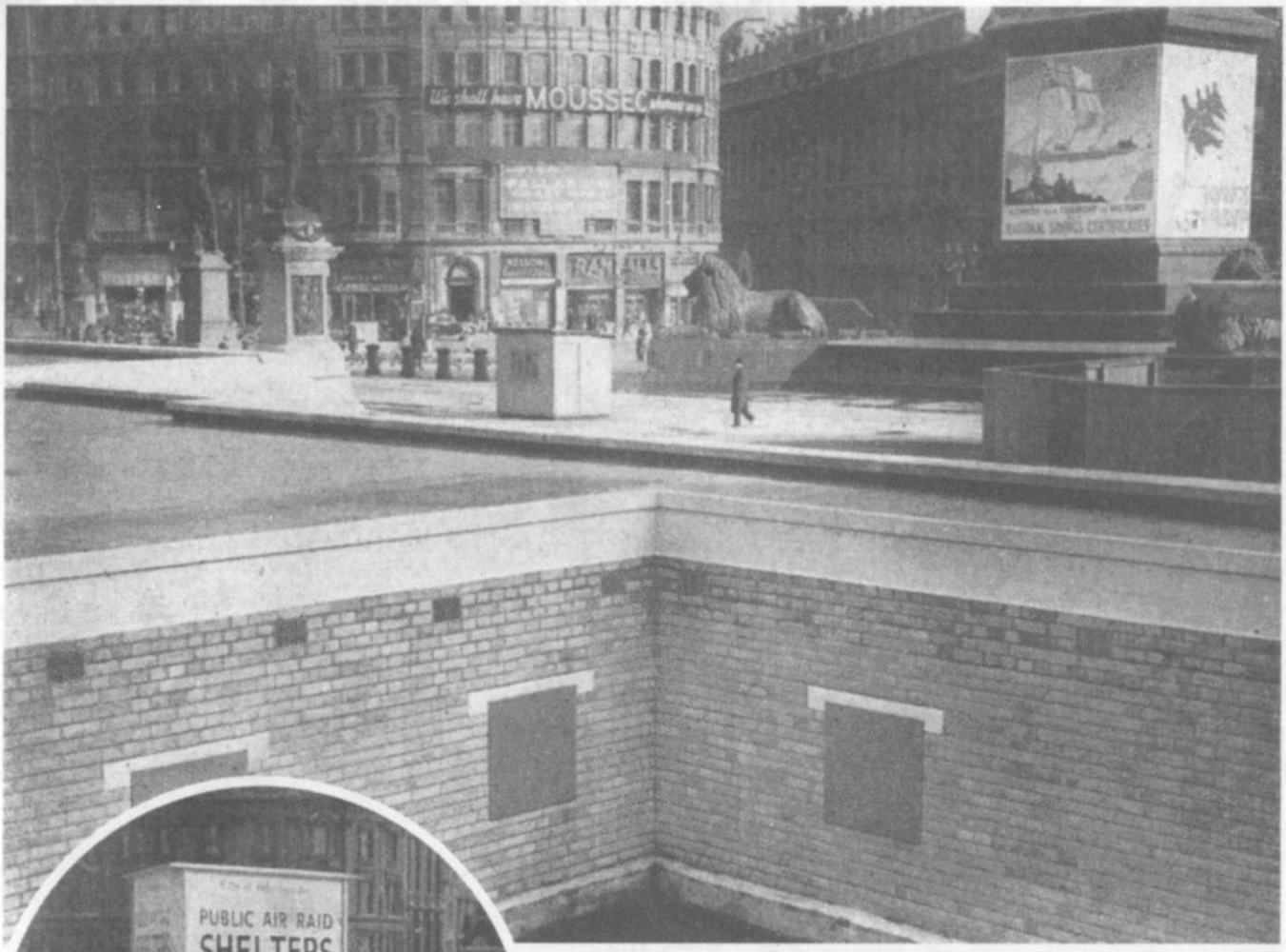
Even Fleet Street, "the Street of Ink," has one of the new "S" signs that have sprung up like mushrooms all over London.

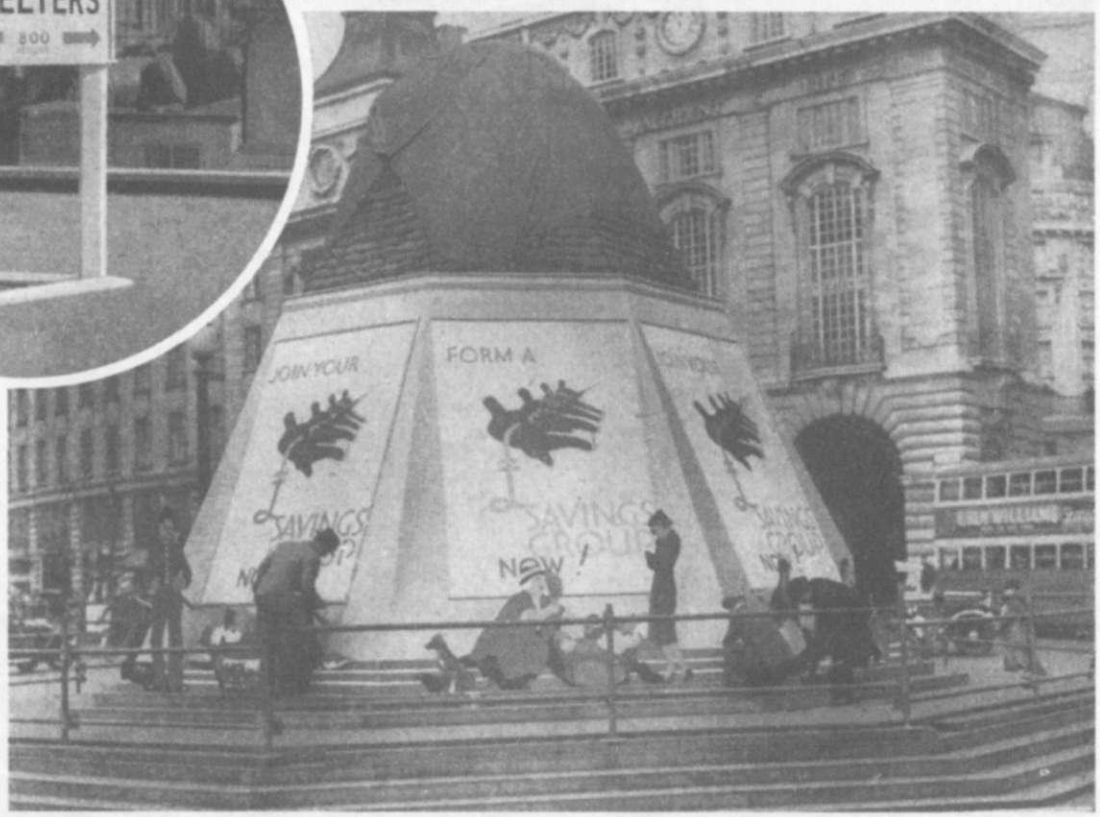


Exclusive Eaton Square (left), the home of ambassadors and duchesses, is deserted—it is said that only six of the 120 houses are occupied. And the famous Strand now has its "policemen's shelter" (above).

Photos specially taken for THE WAR ILLUSTRATED

Not All the Changes Have Destroyed Its Charm



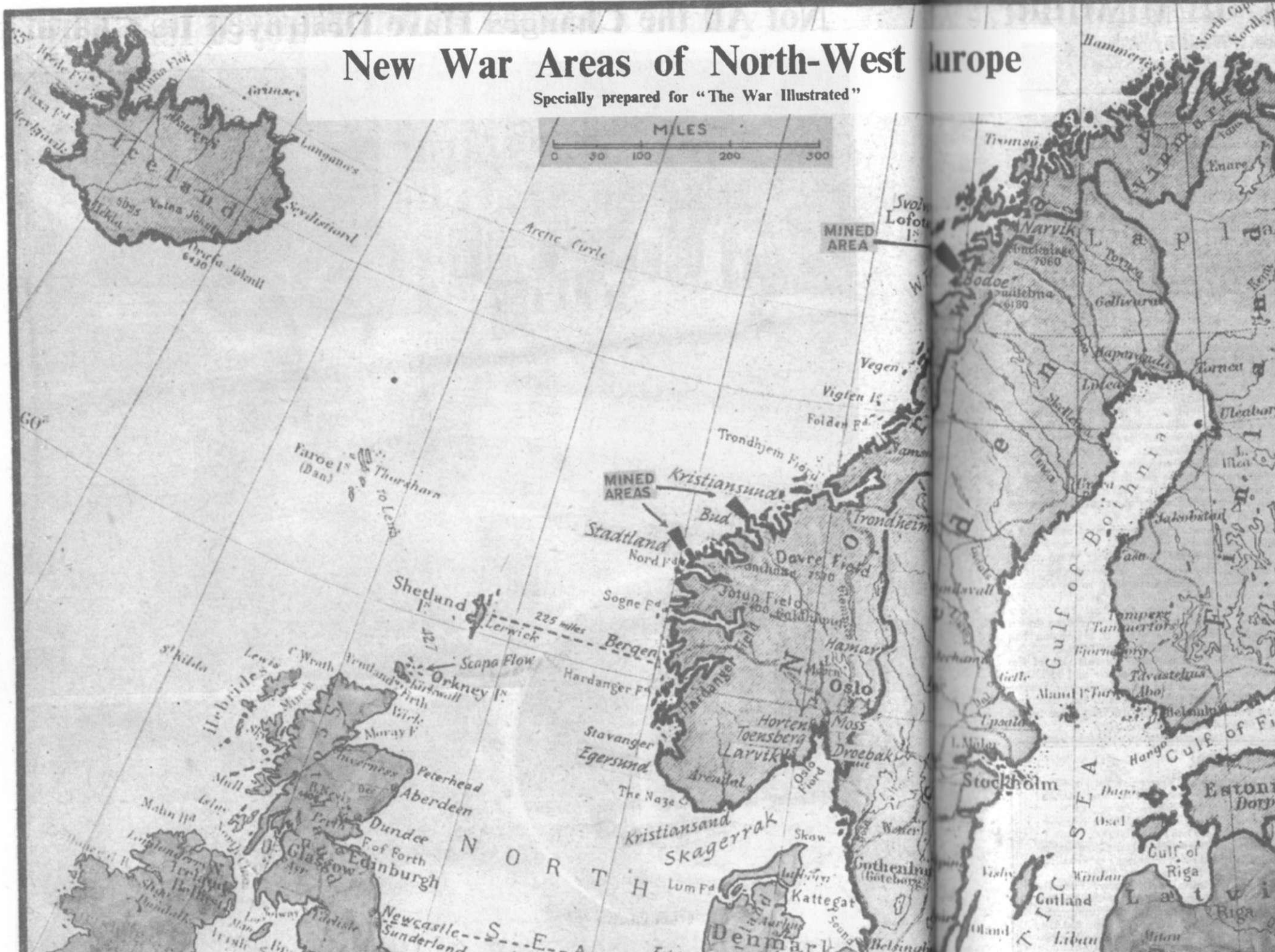


Public air-raid shelters and the posters of the National Savings Group campaign are among the more outstanding changes in central London seen during the first seven months of war. Trafalgar Square (top) displays both of these developments, including the very appropriate slogan on the plinth of Nelson's column: "Convoy Your Country to Victory." The very soundly-built air-raid shelters in the foreground hold 800 people and display a large and prominent notice to this effect (circle). Eros (right) in Piccadilly Circus has been sandbagged and encircled with hoardings.

Photos specially taken for THE WAR ILLUSTRATED

New War Areas of North-West Europe

Specially prepared for "The War Illustrated"



WORDS THAT HISTORY WILL REMEMBER

Extracted from Authoritative War Speeches and Statements Week by Week

(*Continued from page 370*)

Russian Premier's Views on Neutrality

Friday, March 29, 1940

M. MOLOTOV, Soviet Prime Minister, in a speech to the Supreme Council of the Soviet Union :

The British and French Press tried to interpret the peace treaty between Finland and the Soviet as the destruction of Finland. This, of course, is unadulterated nonsense. The truth is that the Soviet had the power to occupy the whole of Finland, but we did not make use of this power—as every other Great Power would have done—but confined ourselves to the minimum. We must range ourselves against any attempts to violate the peace treaty just concluded. Such attempts have been made by Finland, and also by Norway and Sweden, under the pretext of a military defensive alliance. In the light of recent statements of Hr. Hambro [Speaker in the Norwegian Parliament] and similar statements, it is not difficult to understand that these attempts are directed against the Soviet Union and are inspired by the desire for revenge. The participation of Norway and Sweden in an alliance with Finland would imply a renunciation of their traditional policy of neutrality, and the beginning of a new foreign policy from which the Soviet Union could not but draw the obvious conclusions. . . .

We must maintain our position of neutrality and must refrain from participation in the war between the Great Powers. This policy not only serves the interests of the Soviet Union, but also exercises a restraining influence on attempts to kindle and spread the war in Europe.

Measures for Tightening the Blockade

Tuesday, April 2

MR. CHAMBERLAIN, in a speech in the House of Commons :

The picture presented to the Allies by the present situation is of a Germany putting her own interpretation on the obligations of neutrals, and accompanying it by threats of the dire consequences which might result to them from failure to comply with German demands.

This problem, which Germany has raised, of a double standard of neutrality is one which we and the neutrals now have to face.

The policy of the Allies has been determined by a scrupulous regard for neutral rights, whereas Germany has not hesitated to destroy neutral property and murder the nationals of neutral States, whenever it suited her policy to do so. She has not scrupled to threaten the invasion of neutral countries in order to prevent them taking steps to assist their neighbours against aggression or to protect their own interests.

Our respect for neutral rights and our sympathy for the practical difficulties of neutrals must not blind us to the fact that any aid they may give to Germany might, if carried far enough, render them in the end liable to the hideous fate that has overtaken the previous victims of German policy.

If we are to bring this war to a close with the least possible destruction and dislocation of our common spiritual and material civilization we must deprive Germany of materials most essential for the prosecution of her aggressive policy.

The Allies are therefore determined to prosecute the economic war to the utmost of their power. Already much has been accomplished. Negotiations for war trade agreements have been successfully concluded with Norway, Sweden, Iceland, Belgium and Holland, and as I speak an agreement with Denmark is being signed at the Foreign Office. Discussions are also proceeding in Paris for a similar agreement between the Allies and Switzerland, and commercial agreements of an important character have been reached with Spain, Greece and Turkey. . . .

Another weapon in our armoury is that of purchase. It is obviously out of the question to purchase the entire exportable surplus of Germany's neighbours, but concentration on certain selected commodities, such as minerals, fats and oil is to an ever-increasing extent reducing the supply of these commodities available for Germany. . . .

Conditions of Trade with Neutrals

British trade with a number of Germany's neutral neighbours is undoubtedly capable of being substantially developed, and I look forward to an intensification of trade exchanges to our mutual benefit. At the same time the countries concerned must realize that we cannot agree to make available to them products drawn from Empire sources unless, in return, they are prepared to give us guarantees as to the limitation of their future trade with Germany.

Most important of all the weapons of our economic warfare is the employment of our sea power, and the Allies are determined to continue and intensify the use of this weapon to the full.

His Majesty's ships have already taken certain practical steps to interfere with the unimpeded passage of German cargo ships from Scandinavia. These operations have been carried out in close proximity to German naval bases, showing once again how empty are the German boasts that the control of the North Sea has passed into their hands, and other measures are under consideration.

The House may be assured that we have not yet reached the limit of our effective operations in this region, the scene of the sinking of so many neutral ships and the murder of so many neutral seamen.

No Peace Treaty—but Peace

Wednesday, April 3

M. REYNAUD in a broadcast to the United States of America :

If France is waging the war that Hitler forced her to, which is today war to the bitter end, it is to establish with her ally peace in Europe, permanent peace. It is not a question of making another Peace Treaty this time, but of making a peace and nothing else—not for 25 years, but for our children and our children's children.

In all respects we must act along different lines. We shall begin with the question of disarmament. When Germany has been relieved of these instruments of aggression, which she turns out in such quantities and with such fury, Europe will be safe and may turn her thoughts to Budget modifications. These Budgets—Hitler Budgets, I should call them—where so many billions which might have been spent for social welfare are swallowed up by armament, will disappear. One is stifled at the thought of all that might have been done for the unfortunate, for the children and unemployed with the sums which we have been obliged to spend on armaments to protect ourselves against the Hitler menace.

As for economic policy, we must return to a sane conception of exchange. For every country the vital space is the whole world . . .

Finally, the question arises whether it is possible for disarmed nations to establish a federative bond. The new form that the world around us takes we shall owe to our soldiers. No peace treaty has ever been drawn up on the conference table if a decision has not first been made on the battlefield.

The conception of peace on this side of the Maginot Line is at once realistic and idealistic. We shall forestall the reappearance in Europe of extortion and aggression, and, that done, we shall build an inhabitable dwelling-place for all men of good faith. . . .

OUR WAR GAZETTEER

Bergen. Norwegian North Sea seaport, 190 miles W.N.W. of Oslo; built largely of wood; pop. 98,303.

Bodoe. Norwegian Atlantic seaport exporting eiderdown and fish; pop. 4,800.

Bud. Headland in Norway just S. of Kristiansund. British mined area.

Copenhagen. Capital of Denmark; seaport on islands of Zealand and Amager; important airport; pop. 843,168.

Esbjerg. Important Danish seaport on S.W. coast of Jutland; exports dairy products; passenger port; pop. 23,500.

Fuenen. Island of Denmark between Jutland and Zealand; very fertile; area 1,133 sq. m.; pop. 285,849.

Great Belt. Channel between Zealand and Füenen; connects Kattegat and Baltic; 40 m. long, 10 to 20 m. wide.

Hamar. Norwegian town 78 m. N. of Oslo; railway junction; pop. 6,000.

Jutland. Peninsula of Denmark bounded by Skagerrak, Slesvig, N. Sea and Kattegat; area 11,412 sq. m.; pop. 1,623,362.

Kattegat, or Cattegat. Straits between east coast of Jutland and west coast of Sweden; difficult to navigate.

Kristiansand. Norwegian seaport on Skagerrak; 176 m. S.E. of Oslo; shipbuilding yards; pop. 18,700.

Kristiansund. Norwegian seaport 85 m. S.W. of Trondheim; built on four islands; important fishing centre; pop. 14,628.

Larvik. Seaport of Southern Norway; 65 m. S.W. of Oslo; pop. 11,000.

Narvik. Norwegian Atlantic seaport on Lofoten Fjord; rly. terminus; exports iron ore from N. Sweden; pop. 7,000.

Oslo. Capital of Norway, formerly named Christiania; stands at the head of Oslo Fjord; important railway, commercial and shipbuilding centre; pop. 253,124.

Skagerrak. The straits between Norway and Jutland connecting the North Sea and Kattegat; 80 m. wide and 150 m. long.

Slesvig. Southern portion of Denmark; area, 1,500 sq. m.; pop. 177,696.

Sound. Straits between isl. of Zealand and Sweden; 3 m. wide at narrowest; leading from Baltic to Kattegat.

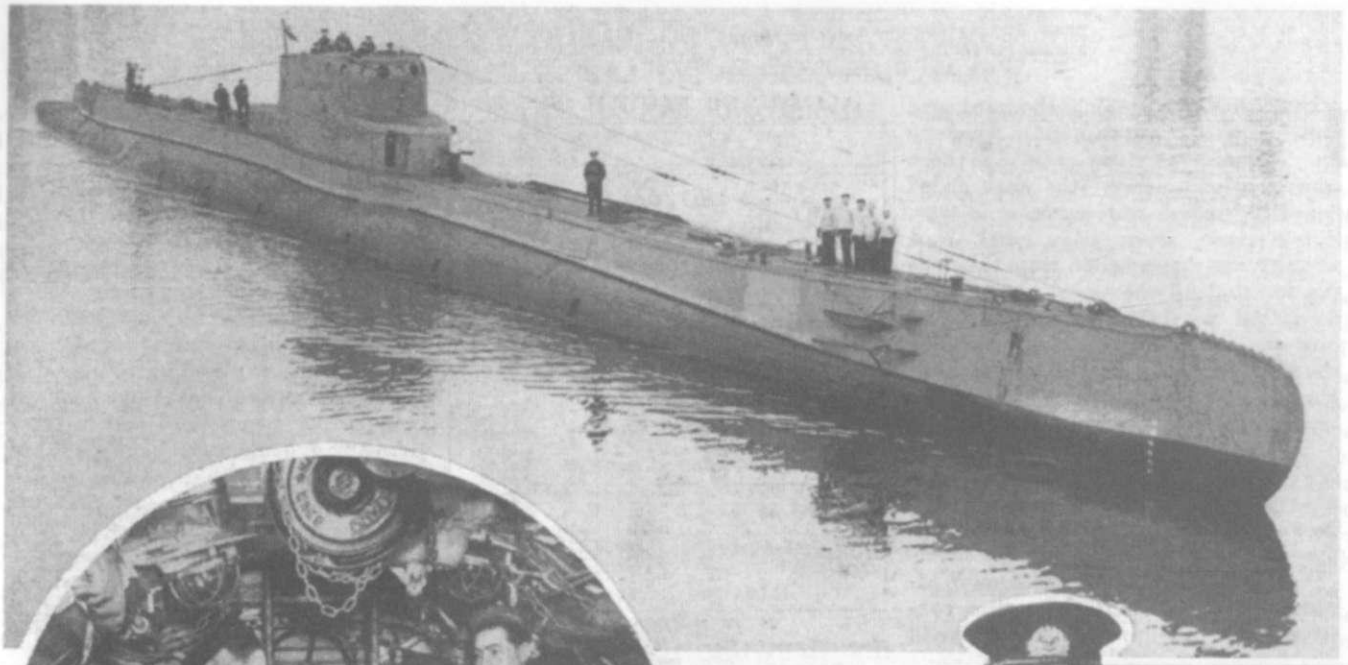
Stadtland. Norwegian Atlantic port; British mined area.

Trondheim. or Nidaros. Norwegian seaport 350 m. N. of Oslo; wood pulp and timber trade centre; pop. 54,135.

Vest Fjord. Channel S. of Lofoten Islands; British mined area.

Zealand. Island of Denmark; contains most of Copenhagen; between Great Belt and Sound; area 2,680 sq. m.; pop. 1,270,000.

Polish Submarines Still On Active Service



The story of the Polish submarine "Orzel" (above), which made a dramatic escape from Estonia, and after being hunted in the Baltic and North Sea for four weeks found sanctuary in a British port, is told in page 511 of Vol. I. On the right is Lieut. John Grudzinski, who piloted the "Orzel" on this daring voyage after he had landed the sick captain at Tallinn.

Like the "Orzel," the Polish submarine "Wilk" also escaped to a British port and is now serving with the British Navy somewhere in the North Sea. Above are seen some of the crew of the "Wilk" receiving their pay in British money. Her sister ship, the "Zbik," made a similar voyage, the story of which is told in page 132 of Vol. I.

Sailors of the "Wilk" (right) man their 3·9-inch gun in a British port. The "Wilk" is an older submarine than the Dutch-built "Orzel," seen in the background being serviced. Her other deck armament consists of an anti-aircraft gun mounted aft.

Photos, Central Press and Wide World

Has the U-boat Done Its Worst in the Sea War?

In the whole impressive range of Nazi armament the U-boats occupy a prominent place, and it is distinctly encouraging to find that the results of their attacks are showing a welcome falling-off. Here is a survey of their effort to date, illustrated with statistical tables and diagrams of the sea war as a whole for the month of March.

FOR the first time since the war began there has been a week in which no British or Allied ship has been sunk by enemy action—the week ended March 24. Ships were sunk, it is true, during those seven days, and Nazi savagery was displayed on more than one occasion, but all the vessels which were dispatched by bomb or torpedo were those of neutral countries, and the seamen who were machine-gunned from the air or joined their vessels in a watery grave were neutral, too. The enemy's effort appears to have been concentrated entirely upon unarmed neutral vessels, indeed, Danish being especially singled out. Eight neutral vessels were sunk—one Italian, one Norwegian, and six Danish.

During the week which ended on Wednesday, March 20, 857 ships were convoyed under the protection of British warships, and not one of these was lost. Up to noon on Friday, March 29, only twenty-nine ships had been lost in British convoys out of a total of 14,934 British, Allied and neutral ships convoyed, or one in 515. Of the neutral ships convoyed only three have been lost out of 2,215; in other words, only one neutral ship out of every 738 convoyed has become a victim of enemy action.

Several reasons may be advanced for this lull in the sea war. Perhaps more ships are accepting the security offered by the convoy system; perhaps the operations of the aerial minelayers have been stifled by the raid on Sylt; or perhaps—and this is very likely—the number of U-boats actually operating at one time has diminished.

It is difficult to imagine a more nerve-racking job than that of the U-boat crews, who from the time they leave their home port are not so much the chasers as the chased; at the best of times they must realize that theirs is no more than a fifty-fifty chance between making a safe return and dying a lingering death at the bottom of the sea. Only men with nerves of iron can stand up for long to the terrific strain of the U-boat service, and it is not surprising that reports have come to hand from neutral sources to the effect that volunteers are showing an increased reluctance to come forward. Crews of U-boats captured in recent weeks have been extremely young, and this suggests that the wastage has been severe.

Just how many U-boats have been sunk is difficult to determine. Submarines are built so as to stand up to a good deal of rough treatment, and there have been cases in our own service and in that of Germany of boats which have spent hours on the sea-floor with depth-charges dropping all around them—and yet have managed to limp home to port. There have been cases where survivors have been picked up from a U-boat which it was confidently believed had been destroyed, but which not only survived but reappeared at a later date on its former hunting grounds. Particularly difficult is it to make sure that a U-boat bombed from the air has been actually sent to the bottom for good.

But whether the number of U-boats put out of action is one or two more or less is a matter of little consequence. What is certain is that staggering losses have been inflicted on the Nazi U-boat fleet, so that, quite apart from the question of personnel, the Germans must find it an increasingly difficult task to maintain the numbers at sea. There are indications that the rate of replacement of U-boats by new building is showing signs of slackening. There is still further encouragement for us in the fact that our own submarines are now carrying the war into the enemy's territory, as is evidenced by the recent sinkings in the Skagerrak.

ALLIED AND NEUTRAL LOSSES

	March 1940		Total, Sept. 1939 to March 1940	
	No.	Tons gross	No.	Tons gross
BRITISH:				
Passenger liners	–	–	6	55,063
Cargo liners ...	3	12,961	31	189,457
Cargo vessels ...	8	25,820	79	273,804
Colliers	–	–	7	8,891
Coasters	1	710	9	8,033
Tankers	1	5,742	22	157,859
Trawlers	1	165	33	9,133
	14	45,398	187	702,240
Naval Auxiliaries:				
Armed merchant cruiser	–	–	1	16,697
Trawlers ...	3	710*	16	4,999*
	17	46,108	204	723,936
FRENCH:	2	3,172	19	83,274
POLISH:	–	–	1	14,294
Total Allied	19	49,280	224	821,504
NEUTRAL:	27	61,820	192	510,946
TOTALS	46	111,100	416	1,332,450

(* approximate)

Neutral Losses by Flags in March 1940:
Danish (7) Greek (2) Norwegian (4)
Dutch (9) Italian (2) Swedish (1)
Eireann (1) Yugoslav (1)

Sinkings by U-boat:
British 11,500 tons Neutral 27,000 tons

Sinkings by mine:
British 28,500 tons Neutral 32,000 tons

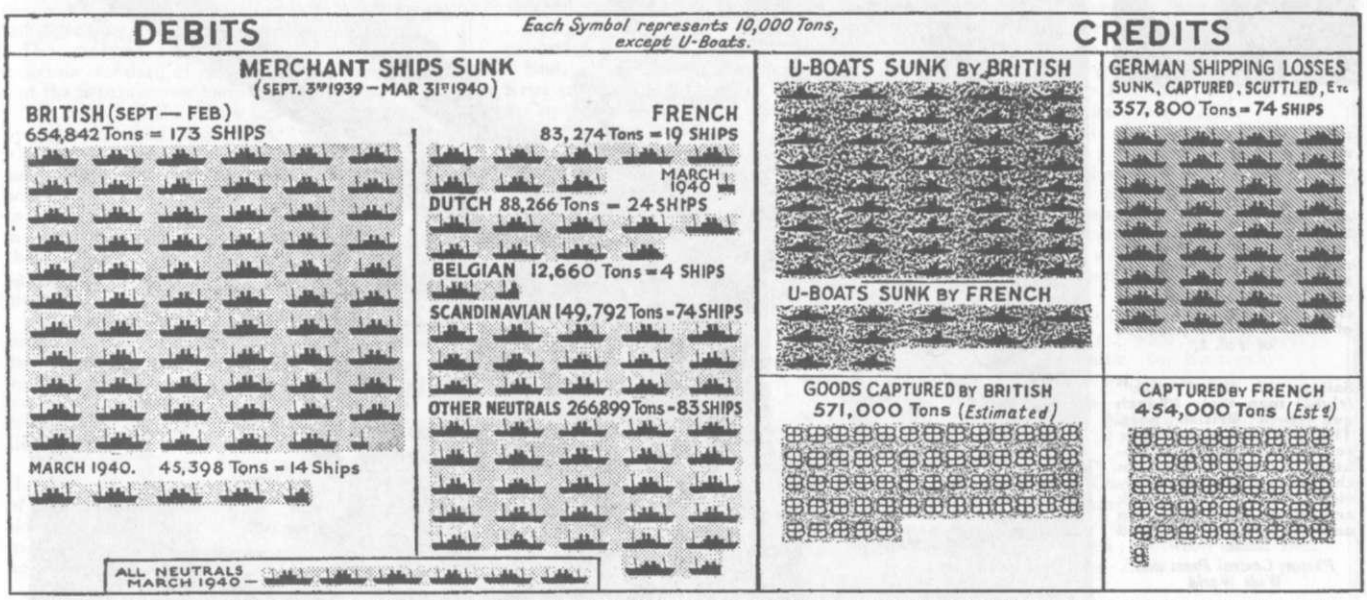
Sinkings by Aircraft: Neutral 2,000 tons

GERMAN SHIPS CAPTURED:
1 of 5,537 tons gross

GERMAN SHIPS SUNK:
Scuttled, 4 of 20,636 tons gross
Torpedoed, 2 of 7,136 tons gross

U-boats sunk by British ... 4 By French ... 1

Goods captured by British ... 6,000 tons (estimated)
" " by French ... 4,000 tons (estimated)


DEBITS
Each Symbol represents 10,000 Tons, except U-Boats.
CREDITS
MERCHANT SHIPS SUNK
(SEPT. 3rd 1939 – MAR 31st 1940)
BRITISH (SEPT — FEB)
654,842 Tons = 173 SHIPS
FRENCH
83,274 Tons = 19 SHIPS
MARCH 1940
DUTCH 88,266 Tons = 24 SHIPS
BELGIAN 12,660 Tons = 4 SHIPS
SCANDINAVIAN 149,792 Tons = 74 SHIPS
OTHER NEUTRALS 266,899 Tons = 83 SHIPS
MARCH 1940. 45,398 Tons = 14 Ships
ALL NEUTRALS MARCH 1940 –
U-BOATS SUNK BY BRITISH
U-BOATS SUNK BY FRENCH
GERMAN SHIPPING LOSSES
SUNK, CAPTURED, SCUTTLED, Etc
357,800 Tons = 74 SHIPS
GOODS CAPTURED BY BRITISH
571,000 Tons (Estimated)
CAPTURED BY FRENCH
454,000 Tons (Est'd)

Continuing from page 244 the record of the sea war, this diagram shows the merchant ships sunk (those for March are indicated separately) by the Nazis, and the approximate number of U-boats sunk and German losses in ships and goods, from the beginning of the war up to the end of March 1940.

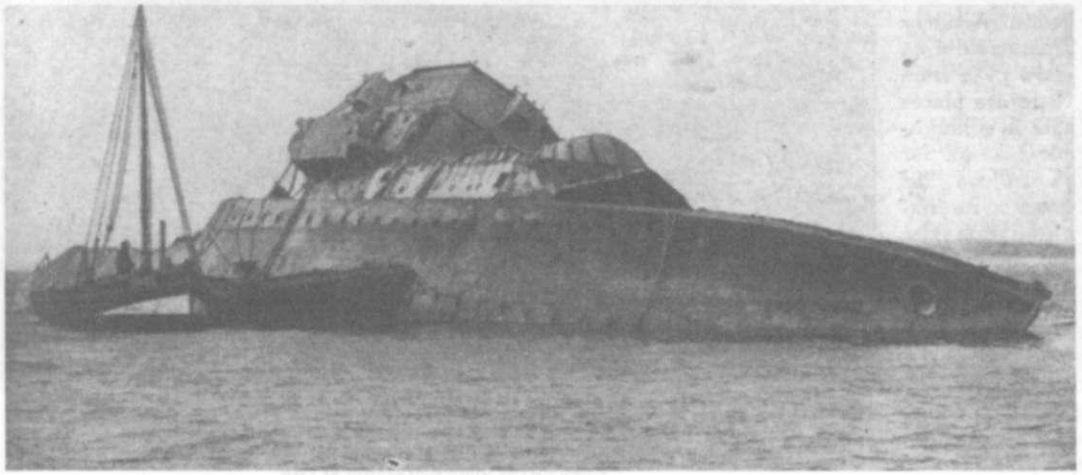
She Was Mined and Yet Not Lost to the Navy

When, on November 21, 1939, the destroyer "Gipsy" struck a magnetic mine off the East Coast it was possible to beach her in shallow water. Later, when the weather was suitable, salvage floats came alongside, as seen above, and she was gradually lifted, tide by tide, until she was in such shallow water that temporary repairs could be effected.

One of the salvage workers is here seen with the ship's bell of the "Gipsy" when she was brought to the surface. The recovery of the bell is the first sign of successful salvage.

NOT all the ships mined or torpedoed by the Nazis are irretrievably lost. Some limp back to port, while others manage to reach shallow water before touching bottom, so that salvage operations are comparatively easy. That was the case with H.M. Destroyer "Gipsy." In such an operation steel hawsers attached to salvage floats of great buoyancy are passed under the hull of the ship and tautened at low tide, so that as the water rises the salvaged ship is lifted from the bottom and towed into still shallower water.

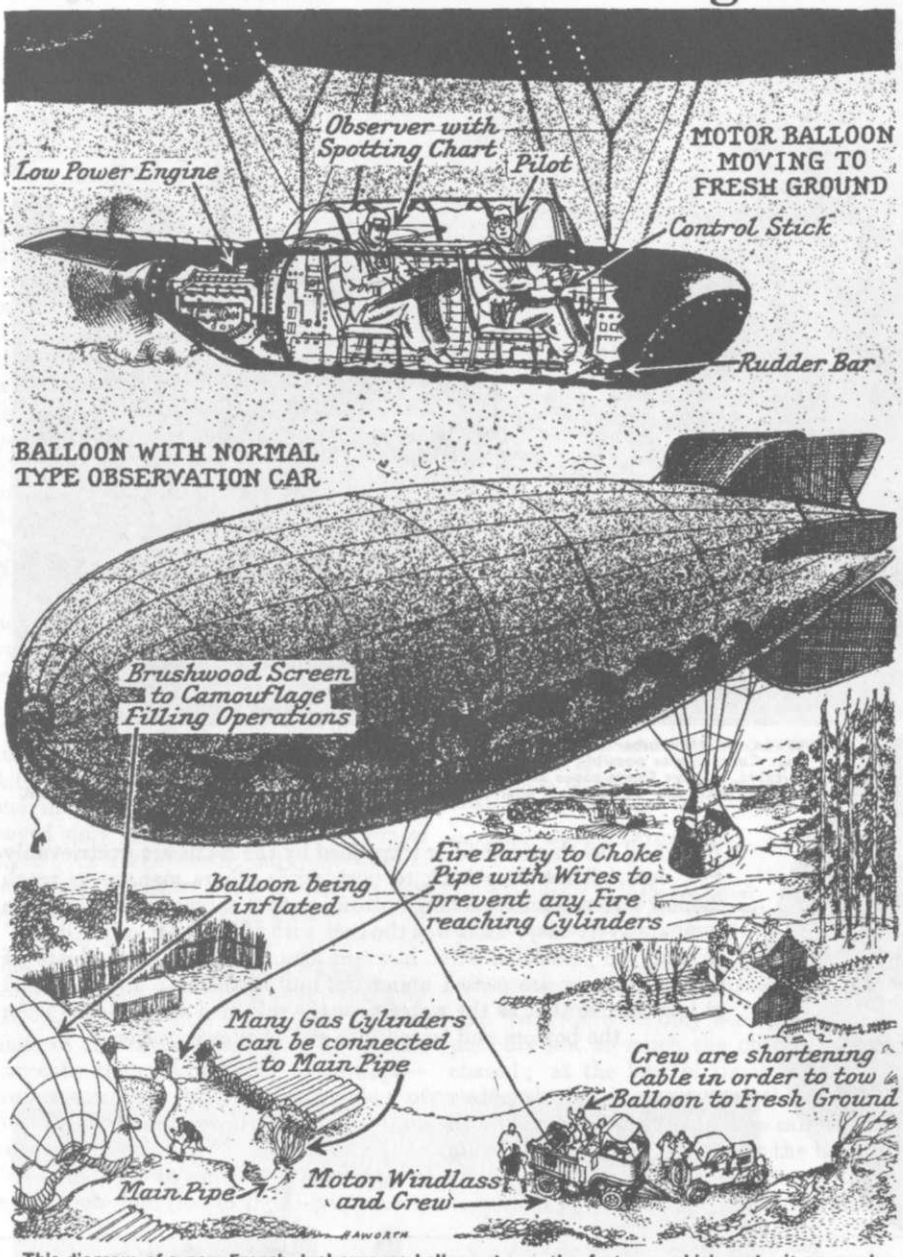
The photograph above of the "Gipsy" was taken only a short time before she was hit by the magnetic mine. A larger reproduction of it appears in page 403 of Vol. I, while in page 401 the mined ship is shown as she appeared at low water after being beached.



Left, the "Gipsy" lies in very shallow water, to which she was taken by the salvage floats, so that temporary repairs could be effected before she was taken into dock. Two of the salvage vessels are standing by.

Photos, G.P.U.

New French 'Pocket' Dirigible Shown in Diagram


Low Power Engine
Observer with Spotting Chart
Pilot
MOTOR BALLOON MOVING TO FRESH GROUND
Control Stick
Rudder Bar
BALLOON WITH NORMAL TYPE OBSERVATION CAR
Brushwood Screen to Camouflage Filling Operations
Balloon being inflated
Fire Party to Choke Pipe with Wires to prevent any Fire reaching Cylinders
Many Gas Cylinders can be connected to Main Pipe
Crew are shortening Cable in order to tow Balloon to Fresh Ground
Main Pipe
Motor Windlass and Crew
HAWORTH

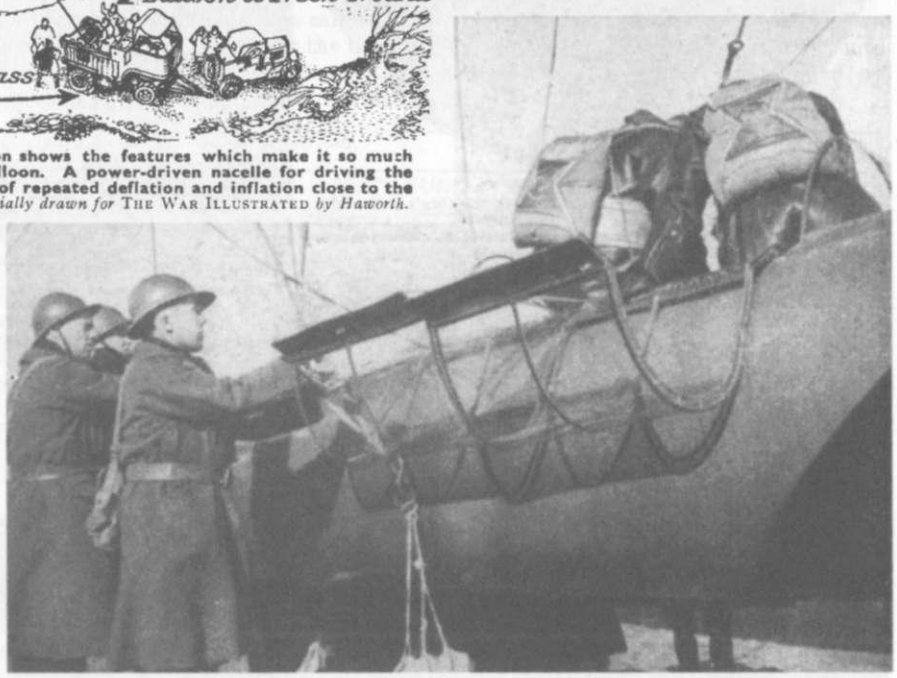
This diagram of a new French dual-purpose balloon shows the features which make it so much more serviceable than the ordinary observation balloon. A power-driven nacelle for driving the balloon from place to place obviates the necessity of repeated deflation and inflation close to the enemy lines. *Specially drawn for* THE WAR ILLUSTRATED *by Haworth.*

THE immobility of the old type of captive observation balloon has been surmounted by using interchangeable nacelles. The wickerwork observation "basket" can be replaced in two or three minutes by a streamlined power-driven nacelle. And when released from the windlass it moves under its own power to a new post. Here the ground crew arrange to meet the balloon, catch the 100-ft. ropes dropped from the nacelle and moor it ready for changing back to the original basket and mooring cable. When the envelope has to be filled or replenished near the front line this can be done behind wicker screens.

The diagram on the left shows a balloon being inflated and a fire squad standing by in case of accidents. The controls of the nacelle are very similar to aeroplane controls, but the engine is of low horse-power, for moving so large a non-rigid envelope at a high speed might well be disastrous. The clumsy appearance of the old captive balloon or "drachen" earned it the nickname of "sausage." But such a term would be derogatory to the slender streamlined lines of the dual-purpose type. This improved aerodynamic shape is, of course, essential for easy navigation.

One method of moving the balloon to fresh ground is to tow it behind the windlass on a shortened cable. But obstacles such as trees and tall buildings make this method risky, especially in a slight wind, whereas telegraph wires or overhead electric cables may make it impossible. The French motor-balloon, however, is the perfect answer to all these difficulties.

IN modern warfare there are still jobs that cannot be performed satisfactorily by aircraft and which call for the use of observation balloons. Artillery fire and the movements of infantry during a battle are difficult to follow even from a slow aeroplane. And there are places on the Western Front where it is impossible to provide a suitable take-off for aeroplanes. The captive balloon has several serious disadvantages: its immobility combined with its large size makes it an easy target for the enemy; when it is necessary to move the balloon to a new situation it sometimes has to be deflated and packed up for transport, and the process of refilling with gas incurs considerable expense. But French ingenuity has overcome most of these disabilities.



The pilot and observer climb into the power-driven nacelle of an observation balloon, whilst the ground staff steady it for them. The clean aerodynamic lines of the nacelle show a marked improvement on the cars of the older types of power-driven balloons.

Photo, Service Cinématographique de l'Air

All the A.A. Men Want Is a Target!

ROUND Britain there is a complete ring of anti-aircraft guns, manned mainly by volunteers and men of the Territorial Army, who with the help of the Balloon Barrage and the Coastal Command have effectively made Britain an "Island of the Air"—despite Hitler's boast that he would show the world that Britain was no longer an island. Each A.A. unit has sixteen men: seven to work the gun and the rest to work the height-finder and predictor.

The men of an A.A. battery in the North of England keep fit by "digging for victory" on the spare land in their camp (left), while an A.A. unit in North Kent achieves the same object (above) with plenty of "road-work."

Over 2,000 men and A.T.S. of the Anti-Aircraft Command recently attended a show at Drury Lane Theatre, London, presented by ENSA. Here is Sir Seymour Hicks, veteran actor and one of the ENSA chiefs, with a bevy of A.T.S. girls in the audience.

Although people living elsewhere are slow to realize it, the "Front Line" is right on our East Coast. Rarely a day passes without a warning that enemy aircraft have been sighted being given to the East Coast A.A. Command. Then the order is "Action Stations!" and the men, as shown in our photograph of an East Coast A.A. unit, "jump to it" the instant the alarm is given, and are at their allotted positions in a few seconds.

Photos. Fox, John Topham, Keystone and G.P.U.

The Evil Things We Fight—3. The New Slavery

Continuing his exposure of the many wrongs and wickednesses in the present-day Reich, our anti-Nazi German contributor describes in this chapter the treatment meted out by the Nazis to the once great and powerful working-class movement.

ONE of the most devilish devices of the Nazis for securing their sway over the masses and their propaganda abroad is their cunning substitution of a new and completely different meaning for that conveyed hitherto by a familiar label. They claim "freedom of the Press" for their abjectly subservient publications, pretending that they have made them "free" for their readers and advertisers. They speak of "chosen leaders," but they are chosen, not by those whom they lead, but by Hitler or members of his clique. The Socialism of which they boast in speeches and in the official name of their Party is no less a perversion of what everywhere else is understood by that term.

The 'Stupid Flock' of German Sheep

All teachings in present-day Germany derive from Hitler's "Mein Kampf." A man who writes, as he did in that book, that "the masses do not come to realize that they are being terrorized and that their personal liberty is taken from them," and who calls those German masses "that great stupid flock of sheep, the patient, but mutton-headed German people," cannot be supposed to stand for any kind of Socialism, be it ever so diluted.

He gives these masses a few superficially Socialist playthings, such as common meals, excursions, or on "Strength through Joy" ships, or in Everyman's car, paid for but never delivered; he lets them have their say in staff-assemblies of their factories or shops; he forces one or two members selected from among the working men upon every company's board. But he takes good care that in reality all these demonstrations of an imagined free will of the masses are directed by wire-pullers of the Nazi Party, that nobody dares to open his mouth unless ordered to do so by his superiors in the strictly ruled and militarized hierarchy of that Party.

The two institutions dearest to Socialism and won by it in all modern States, even under strictly capitalist and conservative rulership—namely, trade-union rights and insurance against illness and accident and for old age pensions—are non-existent in Nazi Germany. The powerful and wealthy pre-Nazi trade unions were simply abolished and replaced by enforced guild- and workshop- communities possessing no right to fight for decent wages or working conditions; the millions of their funds, their own vast cooperative and banking organizations, were confiscated, their leaders killed or interned for life.

The social insurances still exist; but their accumulated capital, perhaps ten thousand million marks—the German working population paid every year more than 2,000 million marks (over £100,000,000 at the old rate of exchange) for insurance against disease, and more than 1,000 million marks for insurance against accidents—has been plundered and replaced by I.O.U.s of the Nazi Government, hardly a safe form of investment.

There is nothing else left of Socialist or even Democratic prerogative. There are no elections, either for parliament or for town or borough councils; every one of these sham deputies is appointed, and not according to his special qualifications but to the length of his service to the Party and its higher "bonzes." And once he holds a seat he has no opinion; woe to the member that would dare not to raise his right arm in the Hitler salute and shout "Yes" when he is called upon, once in a while, to approve of an ordinance. He draws, at the expense of the people, a large salary, whether he be one of the 700 members of the Reichstag, or a member of the Prussian State-Council, or of a municipal body, or what not.

As for taxation, income-tax, deducted from weekly or monthly wage-payments, starts with a salary of about 12 shillings a week, for a married man 24 shillings; and a girl typist the writer knows brings home from a monthly salary of 285 marks (£14 5s. at par) only 175 marks or £8 15s., all that is left after deducting her 10 per cent income-tax, about as much for social insurances and, most of all, "voluntary" contributions to the Party, the "House-Cell" and other Party organizations.

Children in the Nazi Mill

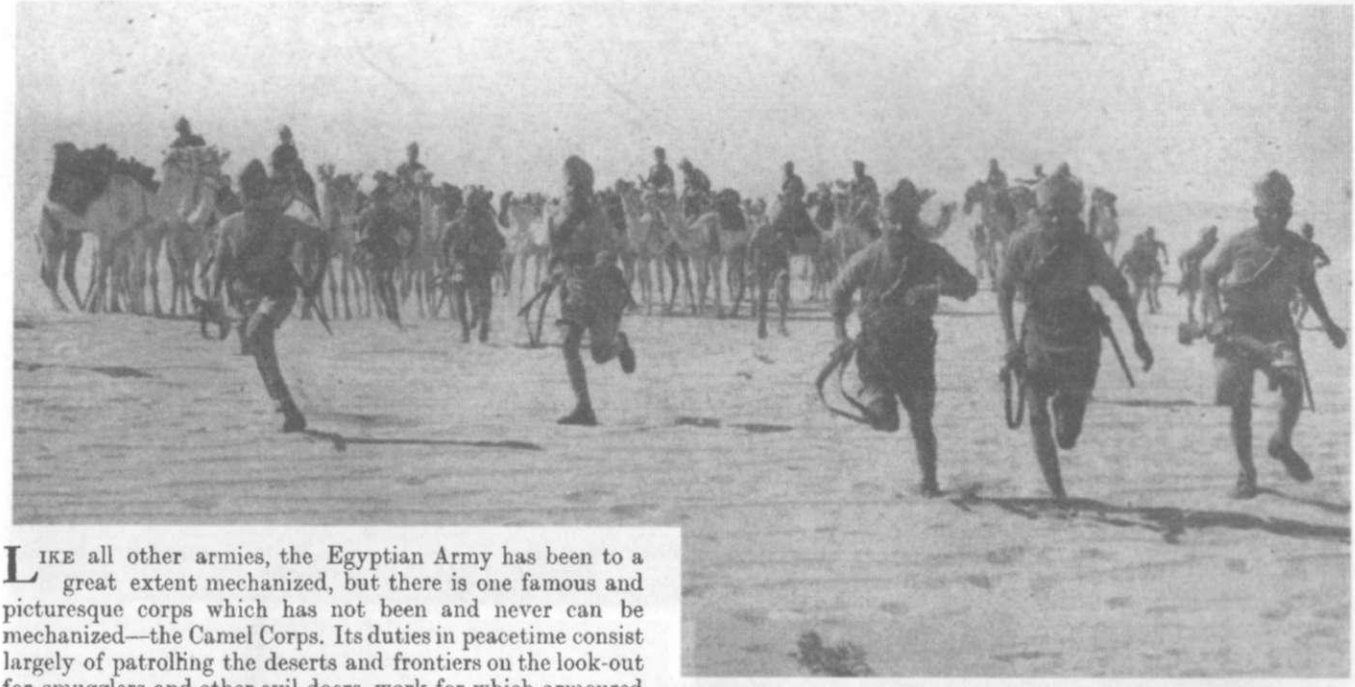
If that is Socialism, perhaps Individualism fares better under the Nazi regime. But, no! Children from the age of six upwards are commandeered in the Nazi Youth organizations, trained in schools for which all teaching of history and science has been rewritten according to Nazi doctrines, subjected to military drill as soon as they can hold a gun, and imbued with an anti-Christian spirit that claims Hitler as the Messiah, Goebbels as his apostle and Himmler as his archangel—what thought of their own can such future citizens be expected to produce?

The once famous German professors are menaced with the concentration camp if they dare to teach, according to their conscience, what is contrary to the racial nonsense, the falsification of history, the pseudo-philosophy spread by Hitler, Rosenberg and others. The preacher in the pulpit fares even worse, and the judge gets his "findings" prescribed in advance.

One Fuehrer, one Reich—one gospel, one mind: there is no room for the individual, for the self-reliant, community-building human being in Hitler's realm; only for slaves. Slavery was abolished in Britain in 1807, in France in 1817; its re-introduction in the heart of Europe is one of the evil things we fight.

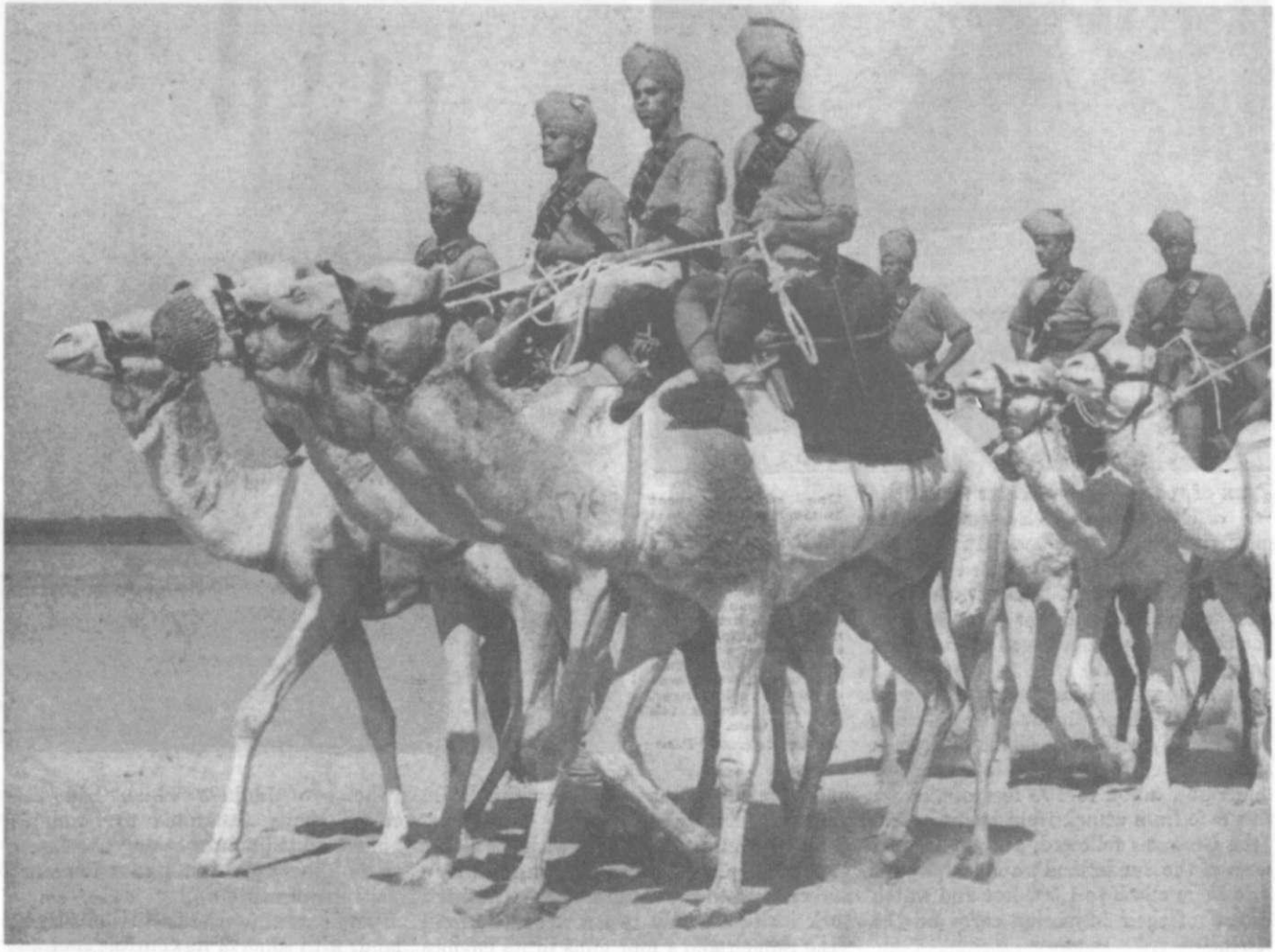
One of the chief architects of the "new slavery" is Dr. Robert Ley (top), who is head of the German Labour Front, the Nazi substitute for the Socialist and Trade Union organizations of pre-Hitler years. Another illustration of Nazi slavery is the Hitler Youth Movement, which is not the Nazi equivalent of our Boy Scouts, but an organization which glorifies militarism and mass regimentation (lower photo). *Photos, International Graphic Press*

Egypt May Well Be Proud of Her Camel Corps



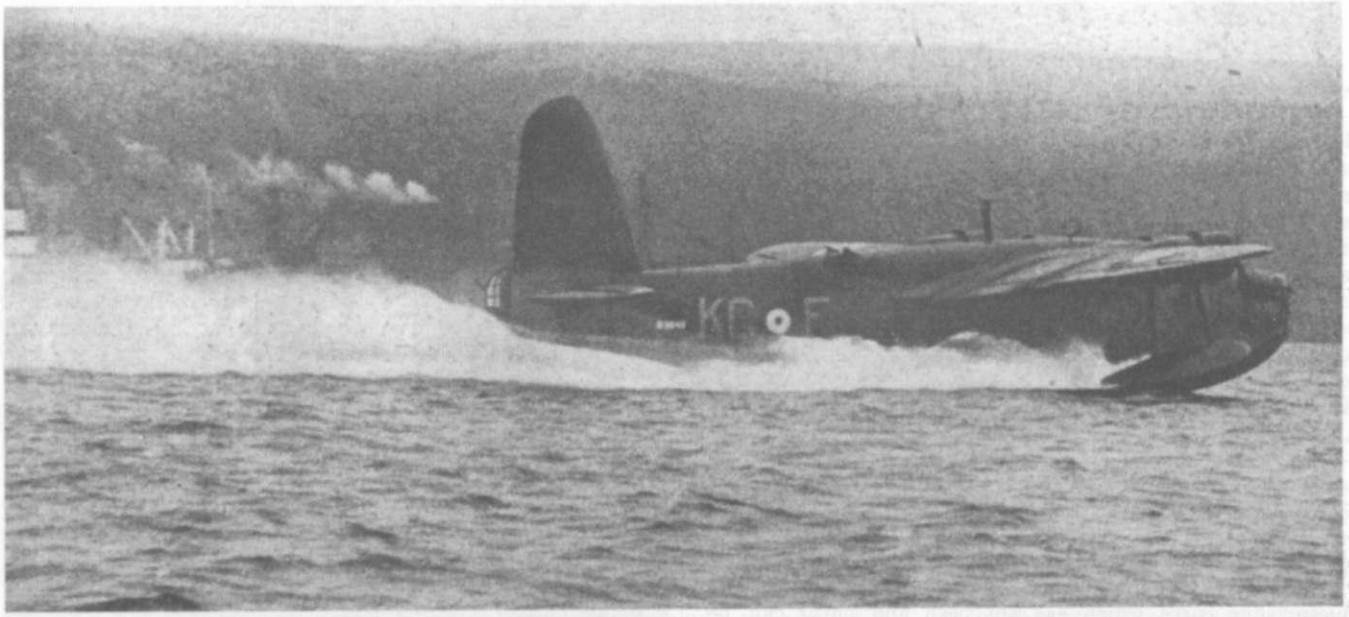
LIKE all other armies, the Egyptian Army has been to a great extent mechanized, but there is one famous and picturesque corps which has not been and never can be mechanized—the Camel Corps. Its duties in peacetime consist largely of patrolling the deserts and frontiers on the look-out for smugglers and other evil-doers, work for which armoured cars would be quite unsuitable. The men are largely recruited from desert tribes, so they are quite acclimatized to their task.

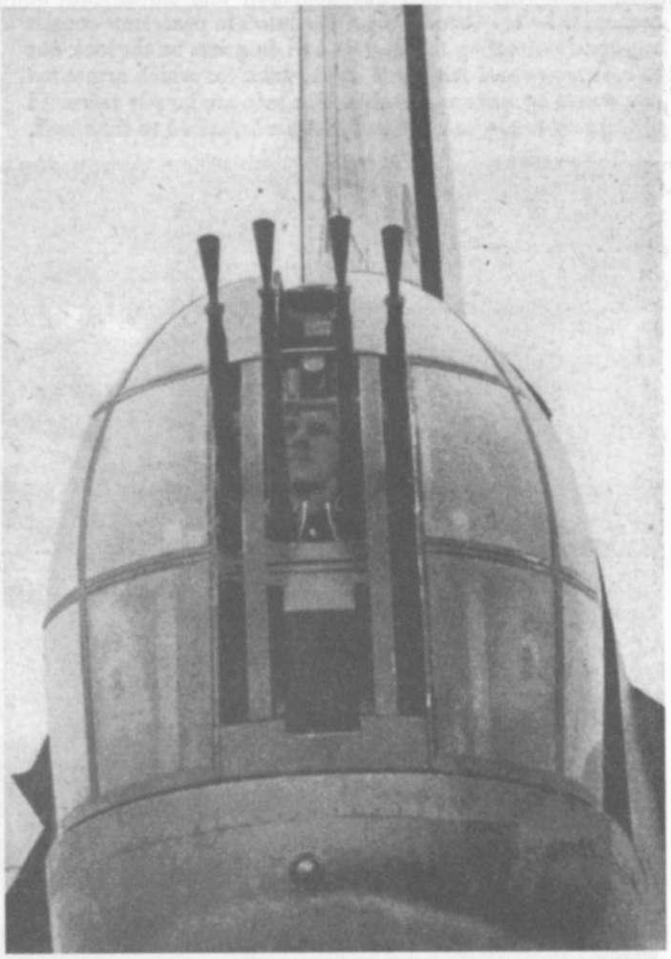
In battle the Camel Corps plays the part of mounted infantry and goes into action on foot, a few men being left behind to guard the camels. Here men of the Corps are racing across the sand to take up their firing positions.
Photos, P.N.A.



A column of the Camel Corps on the march affords a striking spectacle. In this photograph the head of such a column, formed in fours, is setting out across the desert. The men are fine specimens of humanity and the thoroughbred camels are kept in the pink of condition, the men taking great pride in the fitness of their mounts. Camels are, however, uncertain-tempered beasts, and many of them, like one shown here, have to be muzzled.

Britain's 'Flying Battleship' Routs the Junkers





One of the great Sunderland flying-boats such as routed six German Junkers 88 bombers on April 3, taking off (top). The rear gunner (right) in his four-gun power-operated turret was mainly responsible for the victory, while the second pilot (left) told the captain which way to turn to avoid danger. The Nazi bombs fell wide.

Photos, Associated Press

ONE of the most spectacular air battles of the war, in which a lone Sunderland flying-boat of the Coastal Command routed six of the much-vaunted German Junkers 88 high-speed bombers, shooting down two, was fought over the North Sea near the Norwegian coast on Wednesday, April 3.

The 25-ton Sunderland was faced with a 200 miles' journey home after guarding a ship convoy across the North Sea, when suddenly six Junkers appeared. The Sunderland dived to 100 feet of the sea to be safe from attack from below. Two of the Germans followed, but the intense fire from the Sunderland's amidships guns made them climb to 1,500 feet and watch the rest of their formation carry on the battle.

The four Junkers attacked from the rear. The flying-boat's tail gunner waited until the first Junkers came within 100 yards of his power-operated quadruple gun-turret and then let go with his four guns at once. The German turned swiftly and crashed to the sea in flames. Another took its place, only to get a burst from the Sunderland's four guns in its engines and was so damaged that it had to make a forced landing in Norway.

The two Junkers which had been circling above attempted to bomb the Sunderland, but after seeing the fate of two of their number all four remaining Nazi 'planes made off.

Two hours after the battle the Sunderland, with some of its controls shot away, its captain and second pilot wounded, landed at its base.

Eye Witness Stories of Episodes and Adventures in the Second Great War

My Escape From the 'Barnhill' Inferno

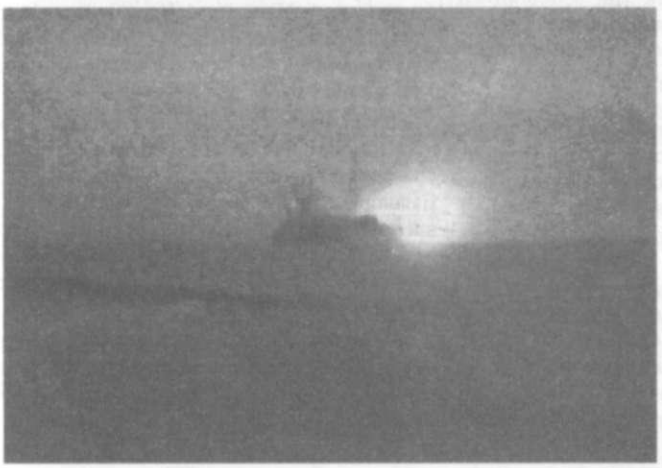
The bombing and burning of the S.S. "Barnhill" off the South Coast, in full view of a famous resort, on Wednesday, March 20, was one of the most dramatic episodes in the German war upon our coastwise shipping. Captain Michael O'Neil's own account of his rescue from a terrible death is exclusive to THE WAR ILLUSTRATED.

Captain Michael O'Neil of the "Barnhill," in hospital after being blown 25 feet by the blast of a Nazi bomb which hit the ship's bridge. *Photo, Roy Hudson*

LYING in hospital with injuries received when my ship the "Barnhill" was bombed in the English Channel, I can look back on that terrible experience and congratulate myself on my lucky escape from being burned alive as I lay helpless on the deck of the blazing ship.

It was a night of stars and a freshening west wind just before Easter. The sea was lumpy and full as we came up Channel. We had completed the Atlantic crossing from Nova Scotia and were only a few hours from our home port. That was the irony of it!

About half-past ten at night the look-out man shouted "Aircraft overhead!"



We naturally assumed that it was a friendly 'plane, but something about the way in which it circled above us made me feel uneasy.

Then came the first warning of trouble. We saw the 'plane start diving towards us like a great black roaring beast. The "Barnhill" shook and listed, then righted herself. A bomb had dropped only a few feet to port! The 'plane zoomed up again, circled, and dived a second time.

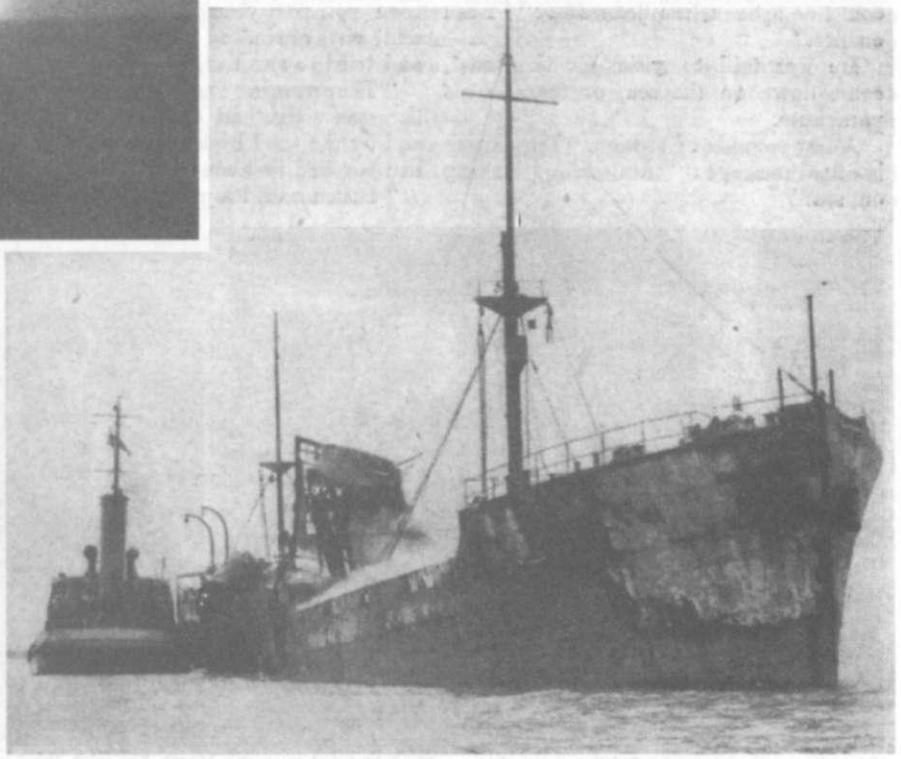
What happened after that is just a blank to me until, hours later, I regained consciousness and found myself lying on the deck. I tried to get up, but could not. One leg was broken, I could not move one of my arms, and there was a great wound on my chest. The pain was excruciating.

The story of what had happened to me was told me afterwards. When the 'plane made its second dive the pilot found the mark with another high explosive bomb. The bridge, where I was standing, was struck. I was hurtled 25 feet through the air before I struck the deck and lay huddled there unconscious. When the lifeboat came to take the crew off I was missed. It was nobody's fault. The force of the explosion when the bridge was bombed was so great that it was assumed I was dead—blown sky high in the woodwork.

So for hours I lay on deck. The "Barnhill" was blazing furiously. The wind was fanning the flames to such an intensity of heat that, I was told afterwards, it was like the roaring of twenty thousand blowlamps in full blast.

At four o'clock in the morning—nearly six hours after the bombing—I came to. I could dimly see a tug standing by. I could feel the heat of the terrific blaze. I shouted, but no one heard me. It was a desperate position to be in.

But I was not going to let a confounded Nazi beat me. Suddenly I remembered the ship's bell. They would



Blazing like "twenty thousand blowlamps," the "Barnhill" lights up the sea all around her (above, left). Still burning (above) she was towed inshore some distance eastward, where over Easter many thousands of holiday-makers were able to view her, now a total wreck. *Top photo, John A. Clark; bottom, Fox*

hear that on the tug, I thought. But I could not stand.

I do not know now how I did it, but I managed to roll along the deck to the rope that works the bell. When I got to it I dragged myself up by resting on my one sound arm, and gripped the bell rope with my teeth. I tugged and tugged until the bell began to ring. When I heard shouts from the tug I knew I had a chance. But they found it impossible to get a man aboard the "Barnhill" to help me.

There was another long wait and then I heard shouts from lifeboatmen who had come out again. The lifeboat must have been in the worst possible danger, coming up so close to the "Barnhill." How it was done was a miracle of seamanship. Then two of the boys climbed on to the "Barnhill." They were taking their lives in their hands doing it.

I owe my life to those grand fellows, they were real heroes. They got me into the lifeboat, where I was attended by a doctor, and on reaching shore I was taken to hospital.

It was, all told, not a very pleasant experience, but it's all part of the game of being at sea when there's a war on, and I hope I shall be able to go back again. I've got a little score to settle with Hitler, and when I get the chance, with an armed ship, I shall settle it, believe me!

My Spitfire was the First to be Shot Down

Crippled by attack from a Spitfire, which itself came down in flames, a Heinkel was finally dispatched by the crew of a drifter. Here are first-hand stories of the incident told by the British pilot and the crew of the drifter.

On April 3 a battle took place over the North Sea between a Spitfire and a Heinkel, which resulted in the loss of both machines—the Spitfire being the first British loss in coastal defence during the war.

The British pilot's account of the fight was sent to his aerodrome through the radio telephone, while he was actually engaging the enemy.

First he reported to his base: "Shot down Heinkel. It has landed in sea."

Then he reported: "Fishing boat picking up German crew."

There was a pause. Instructions were about to be given to him. Before they could be spoken, the pilot said: "I am on fire."

He was told to make for the coast, come down on the sea, or take to his parachute.

A few seconds of tension. Then came his final message: "Am making landing on sea."

The rest of the story was told by the pilot after he had spent three days in hospital.

"I stalled on the water at 65 miles an hour with a loud crash," he said. "The aircraft immediately dug its nose in and came to a vertical position tail up and sank at once. I think the touch down and sinking were simultaneous.

"My next clear recollection is that I was below the surface and that everything appeared green.

"I undid my harness and began to get clear. The aircraft was sinking rapidly, and when I was almost clear my parachute got under the sliding roof. I then got partly back into the cockpit and out again, and finally got clear and tried to swim to the surface.

"The pressure was very great and the green light had changed to black, and by the time I broke surface my lungs had reached just about the limit.

"I then undid my parachute and trod water, but had great difficulty in keeping up. There appeared to be rollers at regular intervals about 5 ft. to 6 ft. high. I tried to remove my helmet, but went under each time I tried. I then tried to put more air into my life-jacket, but found this impossible as I was winded.

"Finally I got a glimpse of a trawler coming approximately in my direction. I continued to tread water, and with slight help from my life-jacket kept up about five to ten minutes, during which time I found the weight of my clothing increasing rapidly.

"I released my parachute, and immediately realized that it was giving me considerable buoyancy, so I held it with my left hand. It did not begin to submerge for several minutes, when it gradually sank to waist level.

"Then the trawler arrived alongside, and I was handed a boathook."

The skipper of the drifter which picked up the German airmen described how his Lewis gun was brought into action against their 'plane.

"We were fishing off the Yorkshire coast," he said, "when we saw a Spitfire fighting with a German 'plane. Suddenly the German machine flew low over us and my son Tom 'let go' with our Lewis gun. He put eight or nine shots in the right place, and the 'plane wobbled and dropped into the sea about a quarter of a mile away."

The drifter slipped her fishing lines and found one of the German airmen in the water and four others clinging to the fuselage. The ship broke a wing off the aeroplane as she drew alongside. One of the crew covered the airmen with a rifle and ordered them to throw their revolvers into the sea.

The skipper of the drifter said: "We got the Germans aboard, dried their clothes, gave them brandy and tea and proceeded to harbour. One gave my

After his son had helped a Spitfire shoot down a Nazi Heinkel over the North Sea with the Lewis gun fitted to their tiny fishing boat, Skipper Watkinson rescued the Germans who were clinging to their slowly sinking 'plane. That there was no animosity is shown by the cordial way in which the Heinkel's captain shook hands with a member of the crew (left). Back in port (right) the Germans were met by a doctor who examined their wounds.

Photos, exclusive to THE WAR ILLUSTRATED

I WAS THERE!

Skipper Watkinson (left) of the Scarborough drifter and his two sons who helped a Spitfire shoot down a German Heinkel on April 3 and then rescued the men. Tom (centre) manned the Lewis gun. The rescued Germans gave Tom a wristwatch and Bob (right) a ring.
Photo, Keystone

brother Bob a ring and another gave Tom a wristwatch.

"One of the Germans who spoke a little English told me after we had rescued them that one of his engines was put out of action in the fight with the Spitfire, another had not functioned properly before, and that our fire finally disabled his aircraft.

"We told them that about three weeks ago we were bombed by a German 'plane while fishing, but not hit, and one of the Germans replied that he did not shoot at fishing vessels, only 'big boats.'"

I Visited the French Outposts By Night

The French communiques from the Western Front frequently report "a calm day on the whole of the front," but for the troops on outpost duty who are in close contact with the enemy considerable activity and constant vigilance are required. Here is an account of a visit to the French advanced troops.

GERMANS were 30 yards across the little river swollen by the mountain snows. You could not move about by day, for all day long the snipers of both sides were at work aiming through telescopic sights at anything that moved. So we visited the French outposts at night.

We tried to walk quietly, but the scrunch of our footsteps on the gravel sounded louder to us than the rattle of machine-gun fire, which once or twice punctuated the stillness of the night.

It was just midnight when we entered the deserted village in which the commander of the outposts had established his headquarters.

Down some stairs we followed our N.C.O. guide, then into a concrete basement where the walls were covered with maps.

In the next room men were sleeping on straw mattresses. But the commanding officer was wide awake.

He had to be. Every few minutes men on guard duty came in to report.

The officer had his report to make to battalion headquarters. And every now and again he had to go from post to post, giving a word of encouragement here and a suggestion there to the men.

With the aid of the maps on the wall the officer took time to explain to us the ground we were to cover. Then he sent us off with a cheery "au revoir" in charge of a burly sergeant-major.

Men armed with rifles and hand-grenades were to accompany us, and they shepherded us in the general direction of the German lines with easy French nonchalance.

The chief danger for us was a raiding party ambush. The empty houses of the village and the blackness of the night might have made it possible for a German patrol to make a quick attack in the hope of getting a prisoner or two.

Here and there in the village streets were barbed-wire entanglements. We knew when we reached the river bank because we could hear the rushing of the water, but nobody could see the stream.

Suddenly a German flare lit the sky. Every shrub was silhouetted against the dazzling white.

We stopped in our tracks. Luckily at that point a cloth screen hid us from the enemy. A few minutes later a grenade exploded somewhere near by. It came from the German lines.

Our leader muttered in a low voice: "They are probably new troops. They seem nervous."

After walking through a corridor made of sack cloth we entered a deep dug-out. There were several rooms in the dug-out.

It was lit by electricity, current for which came from a main that happened to run near it.

Because of their position the men had to cook their own food. We found them in excellent spirits—chiefly because of the fact that one of their number was "the best cook in the French Army."

That is one thing about the French. Wherever half a dozen of them get together there is at least one who prides himself on his cooking.

If you give him a vegetable or two and a piece of meat he will give you a dinner that you could not buy for 10s. in a London hotel.

The outpost covered the river and if the enemy tried to cross in small boats they would be swept by furious automatic fire.

Another outpost near by was a miniature garrison with supplies enough to withstand a siege. The men were under orders to keep on fighting until they were relieved in case of enemy attack.

They had real beds. Perhaps because they regarded it as a sort of permanent home they had decorated the walls with pictures of screen stars. *(Exchange Telegraph)*

Because their position is only about 30 yards from a German post and always under the eye of Nazi snipers, French outposts, like this one near the Rhine, are completely self-contained units. They are well stocked with food and the men do their own cooking.
Photo, courtesy of the French Embassy

Czechoslovakia Has an Army in France

For a year now Czechoslovakia has been under German rule, and the army of which it was once so proud is now compelled to do the invader's bidding. But in France, as is told below by Mr. Valdemar A. Firsoff, a new Czechoslovak army is coming into being—one which hopes to join in the fight against the Nazi aggressor.

THE 15th of March is a grim anniversary for Czechoslovakia. On that date in 1939 German armies overran the crippled Czech State. Deprived of their natural defences by the Munich agreement and weakened by the Slovak secession, the Czechs had no chance to strike back at the overwhelming enemy forces. Any resistance would mean pointless slaughter and destruction. Hitler threatened to lay Prague in ruins. The situation was hopeless, and the Czech High Command decided to capitulate. Enormous stores of war material and huge armament factories had fallen into the hands of the enemy. Only a very little could be saved—or destroyed in time before the Germans came.

Great bitterness of spirit and a period of remorseless oppression followed on this bloodless defeat; but it soon became clear that war with Hitlerism was inevitable, and the Czechs had not given up hope. A great exodus of Czech officers and soldiers began. Often still wearing their old uniforms, they crossed the Polish border, individually or in groups. At first the authorities of occupation had not sufficient grip on the country to prevent this exodus. But soon it became a very dangerous enterprise. Many were killed near the frontier or caught and sent to German concentration camps. Nevertheless, the military emigration, now joined by disaffected Slovaks, continued. It was so well organized that on one occasion the entire personnel of two flying squadrons, down to the last man, crossed the border in uniform. Poland, though nominally on good terms with the Reich, gave a cordial reception to the Czechoslovak military refugees, but the latter could not stay and had to make their way to France or other countries to await the day. Professional soldiers, trained for no other trade, they had very scant chances of employment abroad. Some were accommodated in the French Foreign Legion, but most had to face great privation and an uncertain future.

Finally, the war came. General Prchala began organizing a Czechoslovak Legion in Poland. But on September 17 came a new disaster: the Soviet marched in and the Polish resistance collapsed. The Czechoslovaks had to join the Poles in their flight across the border.

Meanwhile, on the friendly soil of France a new Czechoslovak Government was formed. On October 2, 1939, France and Great Britain recognized the Czechoslovak National Committee (Narodní Vybor), led by the former Czechoslovak President, Dr. Edvard Benes, as the sole legal representatives of the Czechoslovak nation (the Protectorate and the Hacha deal had never been recognized by the Allies, nor, in fact, by most civilized nations). On October 17 the general mobilization of Czechoslovak nationals in France between the ages of 18 and 50 was begun. In Britain, where there were only a few Czechoslovaks of military age, no general measures had been taken, and recruiting proceeded on the voluntary basis. Also, Czechoslovaks in neutral countries were urged to join the new Czechoslovak Army in France. Special provisions were made for foreign nationals willing to serve with the Czechoslovak forces; these had, however, to obtain the necessary permission from the French authorities.

From his home in Putney, Dr. Benes, the former President of Czechoslovakia, has assisted in the organization of the Czech Army in France. He is here seen in his garden during a conference with two Czech officers. Left to right are General Ingr, Dr. Benes, and General Viest, who is seen with the troops in the facing page. *Photo, Keystone*

The new Czechoslovak Army is an independent military formation under separate Czechoslovak command, subordinated, as all the Allied land forces, to the supreme command of General Gamelin. Words of command are given in Czech and Slovak, and all internal administration is carried on in these languages, but in relations with the French authorities and the higher command French is used. The organization is based on the French military regulations, and the equipment is that of the French Army. Accordingly, training is superintended jointly by Czechoslovak and French officers, and the former are gradually taking over the command.

The men wear ordinary French uniforms, mainly for reasons of economy, but have distinctive marks of the old Czechoslovak Army. Officers retain the old Czechoslovak military tunic, which is more like the British.

General Ingr, who fought in the last war in Russia, France and Italy and commanded a division on the day of general mobilization in 1938, is in charge of all military affairs on the Czechoslovak National Committee. A Slovak general, Rudolf Viest, is in command of the Czechoslovak Military Camp at Agde, South France, and of the first military unit there in training. General Faucher, the old friend of the Czechs, who helped to organize the army of independent Czechoslovakia, is now head of the French Military Mission with the Czechoslovak Forces. Expenditure is covered by a loan from the French Government.

Czechs Escape to Fight

No numbers are given, but at the outbreak of hostilities there were already about 8,000 Czechoslovak volunteers in France, and there must be many more by now. Czechoslovaks continue to arrive from the neutral countries, and some even elude the vigilance of the Gestapo and escape from the Protectorate to fight for their country. This must have been the reason of the recent mass arrests among the Czech officers in the Protectorate.

The Czechoslovak military authorities are naturally reluctant to discuss their plans. All they can say is that a "higher military unit" is being formed. A higher military unit is a unit comprising all kinds of arms, and may mean anything from a division upwards.

A considerable number of Czechoslovak airmen managed to escape in time and are now serving with the French Armée de l'Air. There will be no separate Czechoslovak Air Command.

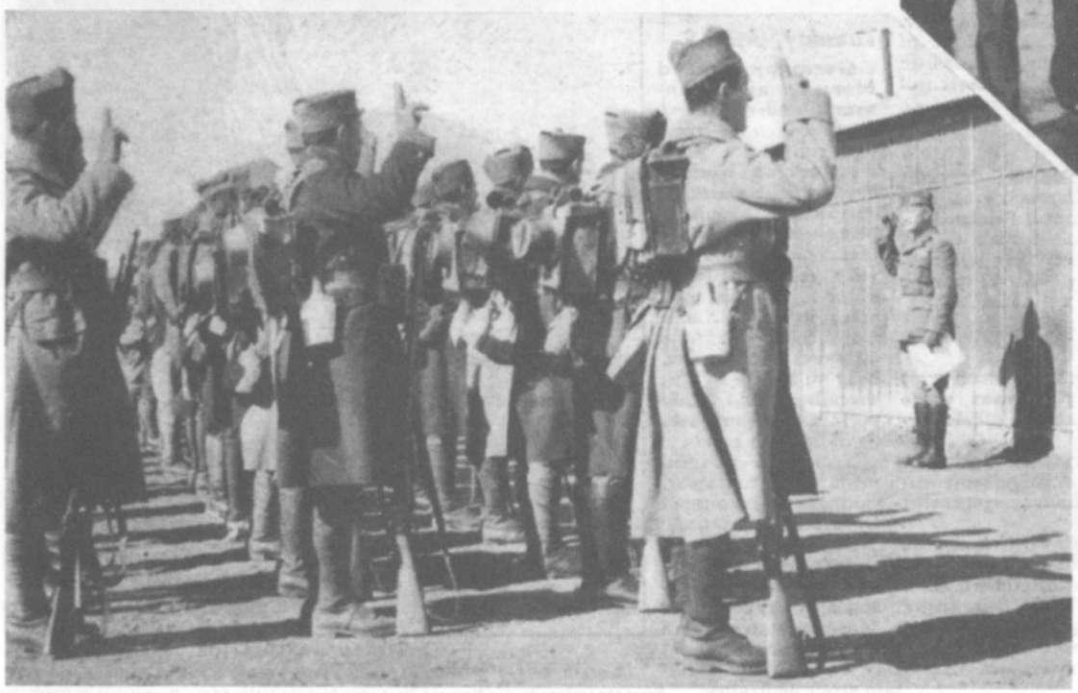
In Britain a contingent of Czechoslovak volunteers has been organized by Col. Lukas, of the Czech Regular Army, and the despatch of volunteers to France is in progress. Also, in Canada steps are being taken to recruit special Czechoslovak units from among Canadians of Czech or Slovak origin who are willing to do their bit for their old mother-country.

They Fight in France to Liberate their Fatherland

THE Czechoslovak troops seen in this page are to form a separate division, but already Czechs have enlisted in the French Army and are serving at the Front. On April 5 it was announced that one of them had been awarded the Croix de Guerre, the first Czech to receive a French decoration. On March 15, eight days after the Masaryk celebrations, came a sad anniversary—that of the German march into Czechoslovakia—and the British Foreign Secretary, Lord Halifax, broadcast a message to the stricken people, in the course of which he said: "It is with the firm resolve to restore your freedom that the governments and peoples of the British Empire have taken up arms together with their allies."

Soldiers for the new Czech Army now being recruited in France undergo an intensive course of training. Above, instruction in tactics is being given to eager learners with the help of a sandbox model.

On March 7, 1940, the anniversary of the birth of Czechoslovakia's statesman-hero, President Masaryk, was celebrated by the Czechoslovak Army in France. Left is their Commander, General Viest, with French officers, during the reading of the orders of the day.



A number of pilots (above) of the former Czechoslovak Air Force have reached France and are forming new squadrons, which, knowing that they are fighting for the freedom of their country, are certain to give a good account of themselves.

The administration of the oath of allegiance was part of the Masaryk ceremony, and, left, some of the men are seen taking it. Later in the day there were athletic sports and a football match.

Photos, Wide World

OUR DIARY OF THE WAR

Thursday, April 4, 1940

Formation of **R.A.F. bombers** penetrated enemy defences in Jade estuary and successfully **reconnoitred naval base at Wilhelmshaven,** where an enemy warship was bombed. All British aircraft returned safely.

R.A.F. flying-boat encountered six Junkers bombers over North Sea, shot one down in flames and so damaged another that it was forced down in Norway.

Reported that German bombers attacked fishing trawlers in North Sea on April 3, damaging the "Gorspen." Two others, "Corennie" and "Delila," replied with fire from Lewis guns and rifles.

Announced by the Chancellor of the Exchequer that the Government has formed a great British trading corporation backed by the Treasury, to develop trade with the Balkans.

French Minister of Marine stated that total number of German submarines destroyed by French Navy up to date was 23.

Friday, April 5

Paris reported that **German patrols showed great activity** on the Western Front, a determined but unsuccessful raid being made on a French post, preceded by intense artillery fire. The attack was beaten off, with casualties on both sides.

Reported that Norwegian liner "Mira" was attacked eight times by German bombers while on way from England to Norway. During three of the attacks British warships came to the rescue, two bombers were shot down and two others damaged.

German cargo ship "Uhenfels," captured by British Navy in November, was brought up the Thames, the first prize ship to arrive in London.

Nazi threats against Balkan States were renewed as result of announcement of formation of the English Commercial Corporation.

Swedish and Norwegian Ministers in London were handed Notes said to clarify the Allies' attitude on Scandinavian neutrality.

M. Georges Monnet, French Minister of Blockade, arrived in London and was in conference with Mr. Cross, Minister of Economic Warfare.

Saturday, April 6

Two Dornier "Flying Pencils" brought down on Western Front by French squadron.

Norwegian steamer "Navarra" torpedoed without warning in northern Scottish waters, with loss of twelve lives. U-boat withheld aid to victims. Survivors picked up nine hours later by Finnish vessel "Atlas."

Sunday, April 7

Paris reported artillery fire in region west of Vosges. **Five enemy 'planes were brought down,** one of them, a Messerschmitt 109, by the R.A.F.

Air Ministry announced that during a patrol over North Sea R.A.F. aircraft encountered enemy fighters and an engagement took place.

One enemy 'plane was destroyed and at least one other believed damaged. Two British machines failed to return to their base.

Reported that lighthouses on Duncansby Head, Caithness, and on island of Stroma had been attacked last week by enemy bombers returning from Scapa Flow. There were no casualties.

Monday, April 8

Allied Governments notified Norway in early morning that **mines were to be laid** in three places in Norwegian territorial waters, namely, Vest Fjord, Bud and Stadtland. The operation was carried out at dawn by British and French warships within the space of an hour.

At 5.15 a.m. a statement was broadcast to the world justifying the Allied action and defining the new mine areas.

Norwegian Government issued a protest and demanded the removal of the mines.

Three German ships sunk by British submarines in Skagerrak: "Rio de Janeiro," "Posidonia" and "Kreta." A fourth unidentified ship also reported from Oslo to have been sunk.

"Rio de Janeiro," believed to be on her way from Stettin to Bergen, was carrying troops, 'planes, tanks and horses. About 150 men were drowned and 150 rescued.

Another unsuccessful raid made on Scapa Flow. Bombs were dropped causing slight damage on land, but none to warships or other shipping. Two of the raiders shot down by R.A.F. fighters, and a third severely disabled.

British destroyer "Glow-worm" sunk engaging two enemy destroyers in northern waters.

Tuesday, April 9

Germany invaded Norway and Denmark under pretext of taking over their "protection."

Attack on Norway began about midnight on Monday, landings being made at various points on coast. There was resistance and sharp fighting took place in the air and along the coast. Oslo occupied in afternoon. Narvik, Bergen, Trondheim and other ports also reported to be in German hands.

Norwegian Government moved to Hamar. Germans set up puppet Government in Oslo.

Denmark submitted under protest. German troops occupied Copenhagen at daybreak.

In reply to German demand, Sweden stated that she would maintain strict neutrality.

British Foreign Office broadcast at noon announcing that Allied Governments would extend full naval and military aid to Norway.

In naval battle off Bergen British destroyer "Ghurka" was sunk. U-boat sunk by "Zulu" off Orkneys.

Off Narvik "Renown" engaged "Scharnhorst" and heavy cruiser of Hipper class.

German steamer "Amasis" torpedoed off west coast of Sweden.

R.A.F. bombers carried out series of attacks against enemy cruisers off Bergen, and damaged two.

Wednesday, April 10

Fierce action fought by five British destroyers against superior German forces **off Narvik. One enemy destroyer torpedoed** and believed sunk; **three heavily hit** and in flames. Six German supply ships sunk, in addition to "Ravensfeld," carrying ammunition, which was blown up.

H.M.S. "Hunter" was sunk and "Hardy" severely injured and run ashore; "Hotspur" seriously, and "Hostile" slightly, damaged; "Havoc" uninjured.

Norwegian shore batteries sank German cruisers "Bluecher," outside Oslo, and "Karslruhe," off Kristiansand. Cruiser "Emden" sunk in Oslo Fjord by warship.

Great Naval battle in progress in Kattegat. About 10 German transports, escorted by warships, attacked by British and French warships. Four enemy cruisers and five transports reported sunk.

Hamar now said to be in German hands. Norwegian Government moved elsewhere.

Two R.A.F. aircraft in action over Norway; one German bomber was destroyed and three severely damaged.

Series of Nazi bombing raids over North of Scotland. Two Heinkels shot down in Moray Firth. **Massed air attack on Scapa Flow repulsed;** three enemy bombers shot down by anti-aircraft fire and at least one by fighter aircraft. No damage done to warships or other shipping.

THE POETS & THE WAR

XXVI

SOLDIER, 1940

By Arundell Esdaile

So, friend of all men and the wide world's lover,
You are learning, between willing and unwilling,
The trade of the fighting man, the old trade of killing,
Whose best is this, to stand and die and suffer.

The Prince of Peace and God of Battles, making
Of peace new morning and of battle ending,
Give you, in life, not death, your part in mending
His broken world you had no part in breaking.

INJURED ARROGANCE

German Eagle: **"Who dares to come between me and my neutrals?"**

From the cartoon by Sir Bernard Partridge, by permission of the Proprietors of "Punch"